

## Winter Time is Carnival Time in Banff



Banff in winter time is fairyland. Shafts of the sun strike the white snow-covered mountains and valleys of the Canadian Rockies, changing them into a landscape of flashing iridescence. Colors — blue, red, green and purple — dance over the scene, as gaily costumed devotees of the snow shoe, the skate and the ski move in the pastel of the great outdoors.

Fancy skaters swing gracefully into intricate figures on the rinks. Ski jumpers thrill the spectators with their marvellous leaps through the air from the ski jump on the top of a nearby mountain. Ski-jorers dash down the Bow River behind fleet mountain ponies. Blanket-coated snow-shoe trampers take the trail to the snowy woodlands. In the evening, the brilliant scene is softened by the silver gleam of the moon.

Winter time is carnival time in Banff. February 3rd to

17th has been set for the 1926 Winter Carnival, and Mrs. Basil Gardom has been chosen as the fair Queen. A splendid palace of glittering ice, sparkling with myriads of bright colored electric lights is being built for the chosen beauty. With true regal pomp and splendor she will be crowned and seated on her throne as the culminating triumph of the carnival.

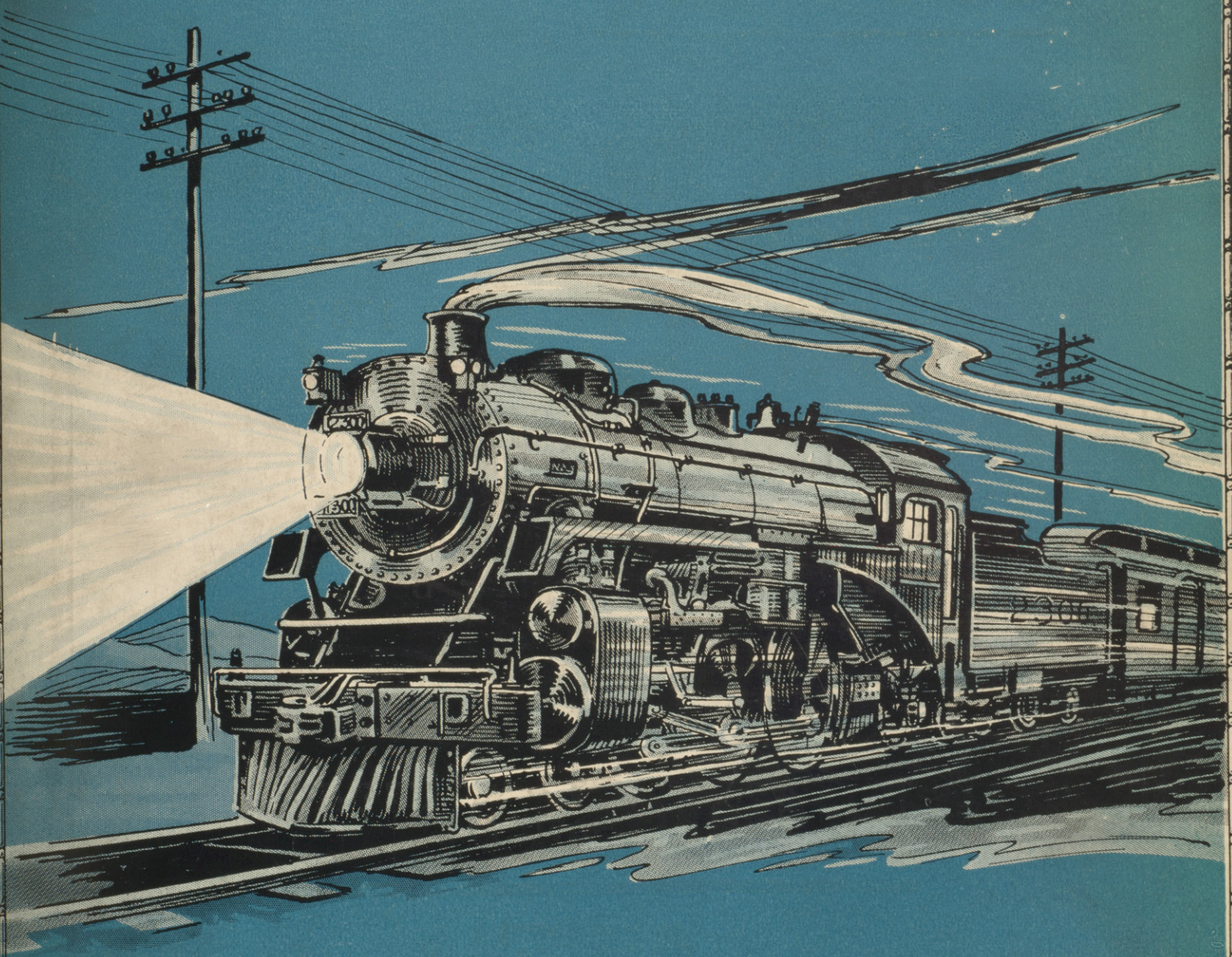
Trains pull into the station at Banff. Passengers on their way west stop off to disport themselves in the snowy, gay little town. Passengers on their way east delay long enough to see the famous ski jumpers breaking world records. Passengers from both east and west with Banff as their objective, and snow shoes, skates and skis in their luggage, hurry to attend the festivities in honor of the carnival queen.



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# CANADIAN RAILROADER



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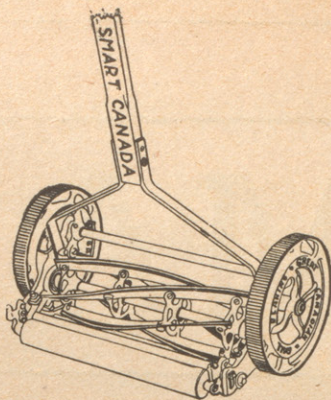
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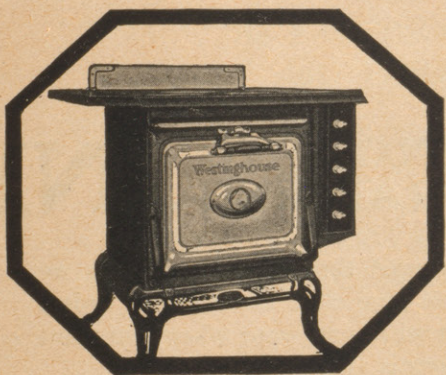
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SPRING, WITH THE POPLAR BUDS BREAKING, ON AN ONTARIO ROAD.

—Canadian National Railways photo.



# CANADIAN RAILROADER

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## THAT ADVISORY TARIFF BOARD

**A**LTHOUGH the matter of an Advisory Tariff Board, to take the tariff out of politics and politics out of the tariff, is at the moment unprominent in and around Parliament on account of the customs enquiry, the wrangles for power, and other temporary conditions which have lime-lightish effects, the day is fast approaching when it must be seriously faced and dealt with if the pledges of both leading parties mean anything at all.

At the beginning of the present session of Parliament, the Premier made definite pronouncements regarding it, and gossip has already been free as to the actual structure and composition of the Board.

What is not generally known is that the struggle for an Advisory Tariff Board was first started in these pages some years ago. Reprints which follow of editorials from this magazine demonstrate the early and active interest. A good deal of opposition had to be overcome because old-line politicians found it hard to understand anything in which all parties could meet on a common ground. Eventually, however, the Railroader agitation led to the adoption of the Advisory Tariff Board plan by close on 2,000 labor union "locals" in Canada, and by the Trades and Labor Congress in annual convention. Most of the manufacturers of the country also lined up in favor, and many farmers saw the light as well. In no other public question has it been possible to so unite manufacturers, organized labor and the agricultural interests.

At last, it seems, something is coming of the Advisory Tariff Board campaign fostered by the Railroader. The race is nearly run towards the acceptance of an idea of paramount importance to the people of Canada.



# Railroader's Fight for Advisory Tariff Board

*The following are articles from the pages of the Canadian Railroader illustrating in some measure the persistent campaign maintained by the Railroader to secure the establishment of a scientific advisory Tariff Board.*

(Canadian Railroader, April 5, 1919)

IT is evident that the political stage is rapidly being prepared for a great tariff battle. The Western agricultural areas are unequivocally demanding the removal of the tariff while the manufacturing East is vigorously urging the retention of an adequate tariff which will enable the manufacturer to not only protect his business, but to provide enough revenue therefrom to expand and develop his enterprise.

The result of this controversy has greatly widened the gulf between East and West, and actually threatens the Dominion with catastrophe.

With the defeat of German autocracy the tendency of class autocracy has developed, not only in Canada, but the world over. Each of the many classes which constitutes society pretends to believe that the domination of the particular class to which it belongs offers the only hope for a new democracy.

Theoretically it is admitted that a successful democracy depends upon conciliations and on a policy of give-and-take, so that each class may receive all the benefits possible without interfering with the prosperity of the other classes.

Under existing conditions the manufacturer who is engrossed in his own problems is alone incapable of giving an unbiased opinion on the tariff, and the farmer, with no knowledge of the problems of manufacture and with no experience in the affairs of labor, is in an identical position.

The futility of a satisfactory solution to the tariff question through party government is illustrated by the fact that our present Government was elected solely on a mandate to carry on the war with the utmost vigor. There never was any thought in the public mind at the time of the last elections that they would be called upon for tariff legislation.

At the present time it would be very difficult to find anyone that is satisfied on the tariff question. If it is to be kicked about as a political football by party politics then we may well prepare for financial storms.

Political adherence is largely a matter of the accident of birth. Individuals are divided into low tariff and high tariff advocates largely as a result of

independent judgment gained through an impartial study on the question.

The Canadian Railroader is greatly interested in this struggle, for the reason that the position of the railroadman is somewhat different from that of the average Trades Unionist because, although the Trades Unionist, identified with the Trades and Labor Congress of Canada, has a direct interest in the success of the manufacturer, his connection with the farmer is rather remote, but the railroadman has a direct interest in the manufacturer and the agriculturist because the prosperity of the roads by which he is employed depends for its prosperity not only upon the well-being of the farmer but of the manufacturer as well. The railroader serves both in the daily routine of his work. He is intimately identified with both sides of the tariff controversy.

The Canadian Railroader having at heart not only the interests of our own class, but the welfare of the entire community which we serve, urgently suggests that the tariff question, once and for all, be permanently removed from the political arena. We urge that it must be the first concern of all to ensure stability to the manufacturing interests of the Dominion in view of the enormous debts incurred through the war, which will have to be met by taxation, tariff income and income tax.

It will be necessary to make plans far in advance of actual conditions to meet these obligations. Such plans can neither be devised nor matured unless the Dominion is guaranteed security against political tariff convulsions. We hold that the national debt is a debt of honor. It must be paid and, therefore, it is a national obligation to remove every obstacle which may threaten the national prosperity.

To this end the Canadian Railroader urges:

1. That a permanent Advisory Tariff Commission be established.

2. That the elements of society deeply interested shall each have a representative on this Commission.

3. That the Commission shall consist of five members.

(a) The manufacturers shall nominate one member.

(b) The Trades Unionists, through their executive on the Trades and Labor Congress of Canada, in conjunction with the executive of the Railroad Brotherhoods, shall nominate one member.

(c) The agricultural class, through the Council of Agriculture, shall nominate one member.

(d) The Government in power at the time of the appointment of the Commission shall nominate one member who shall be known as the Government Revenue member.

(e) The Government in power at the time of the appointment of the Commission shall nominate one member as a tariff statistician.

(f) A department of scientific research, capable of analyzing processes of costs and manufacture shall be operated under the authority and jurisdiction of the Commission.

(g) The Chairman of the Commission shall always be the statistician.

4. Each member of the Commission shall receive a salary of not less than \$15,000.00 a year and shall have the selection of a qualified statistician and staff.

5. The members of the Commission to be appointed for life, subject only to the recall of the organization by which they have been chosen.

6. The Commission shall hold daily sessions, excepting on legal holidays.

7. The Commission shall have power to fix the tariffs, to examine the books and to ascertain the costs and selling price with reference to goods of any manufacturer seeking tariff protection.

8. The tariff fixed by the Commission shall be final and unassailable unless subsequently changed by action of the Commission or a special act of Parliament.

In urging this Commission we believe:

1st—That the removal of politics from the tariff question will guarantee stability and progress not only of the manufacturer and the farmer, but to the workingman and all citizens of the Dominion.

2nd—We recommend its flexibility because with the production of new raw materials, the invention of new processes,



the combination of old ideas into new and useful methods, adjustments can be quickly made to meet the ever-changing conditions.

3rd—It would at all times ensure sufficient protection to the manufacturer to enable him to compete successfully with foreign competition.

4th—It will effectively protect the farmer and the consuming public from manufacturers who might seek to use the tariff to demand extortionate prices from the consumer.

5th—It will ensure the maximum amount of work to the Canadian workman.

6th—By eliminating the periodical tariff disturbances we shall be able to lay constructive plans to liquidate our debts and to execute such plans with precision.

7th—It will ensure proper protection for all classes and in this manner be a genuine benefit to the entire country.

Our faith in a Tariff Commission has been greatly strengthened by the experiences which followed the establishment of the Railway Commission, which admittedly has been of tremendous benefit and value to all classes within the Dominion. The very excellent results obtained are due to the fact that the Commission eliminated all possibility of political interference in the conduct and administration of our railways.

And, lastly, it will place the country's business on a business footing, free from political interference and the periodical interruptions which have been the cause of great depressions in all countries where the tariff has been recognized as a political rather than a business issue.

In conclusion, we urge a Tariff Commission and invite frank and open criticism from everyone who has at heart the best interests of this Dominion. We should be pleased to receive your ideas on this subject. Please address all communications to the Canadian Railroader, 316 Lagauchetiere St. West, Montreal, Que., and plainly write your address so that we may have an opportunity of replying to you.

#### Manufacturers Ask for Scientific Tariff Commission

(Canadian Railroader, Aug. 2, 1919)

A delegation of the Canadian Manufacturers' Association, composed of representatives from Montreal, Toronto, Hamilton, Windsor, Ottawa, Quebec and London, waited on Tuesday morning on the Prime Minister, the Minister of Finance and the Minister of Trade and Commerce and presented resolutions passed at the last annual meeting of the C.M.A.

They urged the Government to appoint a permanent tariff board to make a scientific study of the Canadian customs, tariff and the tariffs of other countries with whose products Canadian producers are forced to compete, and to investigate the nature and probable national effect of all requests for tariff changes and endeavor to frame a tariff that will serve the best interests of Canada.

Another resolution petitioned the Government to exercise its influence to hasten the adoption throughout the Empire of substantial customs preferences for Empire products, corresponding to the preferences now provided in the customs tariff of Canada.

The delegates were: Montreal—T. P. Howard, (president,) F. J. Daniels, J. E. Joubert, F. W. Stewart, George A. Slater, C. Howard Smith; Toronto—W. C. Harding, L. L. McMurray, S. Harris, T. A. Hollindrake, J. W. Walsh, G. W. Watts; Ottawa—H. J. Thomas, G. M. Murray, E. Black Robertson; Hamilton—A. F. Hatch, G. Douglas, G. C. Copley; London—A. W. White; Windsor—E. G. Henderson; Quebec—Jos. Picard.

#### The Tariff Board

(Canadian Railroader, Jan. 31, 1920)

At last the tariff board idea seems to have taken deep root in all sections of the Dominion. The interest awakened in this important issue is attributed to the sound sense and the progressiveness of the Canadian people. Although in many instances the newspapers qualify their endorsement, the equivocations are unimportant and in no wise endanger the basic principle of a scientific tariff board. All thinkers and students are favorable to the idea of a tariff based upon scientific research and careful analysis. The haphazard methods of the past are recognized to be incompatible with the growth and development to which we are all looking forward in Canada. Among the many communications which have come to hand is a particularly interesting one from the Canadian Council of Agriculture, signed by the Vice-President, Mr. R. M. Mackenzie, which reads as follows:—

"The 'Canadian Railroader' in its issue of December 20th had an article entitled 'Labor and the Tariff.' After pointing out the attitude of Labor Unions and manufacturers toward the establishment of a permanent 'Tariff Board' by the Dominion Government, you say:—'It still remains to be seen what the farmer group will do.' Are they willing to make similar concessions or do they want a revision which will bring into the country, duty free, all the principal articles which they use, while the things they have to sell enjoy protection?"

"The farmers' organizations have placed themselves on record on a deputation to the Dominion Government in 1910 as being in favor of placing 'all foodstuffs on the free list.' They have since consistently advocated the removal of customs duties from all foodstuffs so as to reduce the cost of living to that extent. I am enclosing you a copy of the New National Policy as revised at the last meeting of the Canadian Council of Agriculture, so as to meet some changes that had been effected since the New National Policy had been first published in 1918. This will give you a clear insight into the attitude of the farmers on protection on what they have to sell."

"Whatever the farmers' organization may be accused of, they cannot justly be charged with wanting any privileges for their own product. I feel sure that when you are acquainted with the facts of the case you will put the matter right before your readers."

From the foregoing it is evident that we are in error in suggesting that the farmers were looking for special privileges to protect their own products. Subsequent investigations which we have made indicate that while there are many farmers in Ontario and other provinces who desire protection against seasonable products from America and other countries, the Canadian Council of Agriculture have not officially asked for any protection which would give special privileges to the farmer class. Admitting our error then, on this particular question, we are still interested to know what will be the attitude of the farmers toward the Tariff Board. Are they willing to make the same concessions that labor has made; is the farmer movement ready to take the middle course as Labor has done? Even the manufacturer has modified his position from the high protectionist to that of a Tariff Board adherent, while the farmer devotedly remains attached to the opposite extreme of free trade. It is all very well to say that Canadian industries would continue to thrive under free trade, but those who have made accurate studies of the question, those who have had careful regard for industrial facts and conditions, are certain that a greater number of Canadian manufacturers would be annihilated under free trade. The attitude of labor, therefore, has been for the establishment of a tariff board which could remove such danger where it threatened, and level tariffs where they ended toward monopoly and when they proved to be superfluous.

There are not many working men in Canada who are willing to risk their homes on the theory that Canadian industries are sufficiently advanced to sur-





Hundreds of thousands of Canadians know Windsor Station of the C.P.R. at Montreal, but it is doubtful if they would recognize the air of quiet surrounding it in the photograph. The explanation is that the picture was taken early on a Sunday morning.



vive free trade. Many Canadian workmen have been employees in the mammoth industrial institutions of the United States, developed under high protection, with enormous capital coupled with the ability of the American people to organize on vast lines. These workmen realize that the young Canadian industries serving a comparatively small population scattered over vast areas could hardly hope to compete with the over-flow from the great industrial institutions in the States when once the world shortage has been supplied. Experts generally agree that the power of production in the States has increased at least four-fold. It will not be long before vast surpluses will be seeking new markets, and, under free trade, Canada would become the most convenient reservoir for this great tidal wave of swollen production. The first to flounder about in this swirling eddy would be the Canadian workmen. Judging by the resolutions which have been signed by the workers throughout the Dominion, the Canadian worker has no liking for this kind of swim. The middle course, the tariff board, is labor's course.

There are lorelei warbling the most enchanting songs from the perfume-scented shores, and yet the Canadian workman prefers to pin his faith upon a fixed star and a definite compass. The lute songs of the sirens, are very alluring, but before labor embarks in the unknown sea of free trade, there will need to be many soundings, and every uncharted rock will need to be known. There is too much at stake to go careening on rough waters in a cranky cockle-shell even if the sirens sing ever so sweetly from balmy shores. Our anchor is the tariff board.

### More Than We Ask For

(Canadian Railroader, March 20, 1920)

Manna is falling from the smiling skies at Ottawa. The place is fairly radiating with the lavish munificence and the prodigal generosity of our legislators. Hitherto it has been a very serious undertaking for any delegation waiting upon the Government to secure, even in a measure, the reforms which the weary, way-worn pilgrims to the shrine of Law and Order asked for. We have sombre recollections of important delegations of the past who went to Ottawa to "Pray" and who were shifted about from pillar to post, from nook to corner, from official to bell-boy, and from Ottawa back home, and the whole matter settled with the stereotyped, "We will take it under careful consideration."

Considering recent events the old Government has certainly undergone remarkable changes. Today our law mak-

ers no longer ponder "in thoughtful consideration." You not only get all you ask for, but you get a lot more. This hospitable spirit of placing the country at your feet, so to speak, so abounds with unaccustomed benevolence that our suspicions are very naturally aroused.

Quite recently over 1,600 trades union organizations signed resolutions asking for a scientific and advisory Tariff Board which they believed to be in the best interests of the workers of the Dominion. Some time later the members of the Canadian Manufacturers' Association, representing some eight thousand industrial enterprises, were satisfied to ask for a similar Board. In the meanwhile the farmers have demanded a substantial tariff reduction. To our vision there isn't a single sickly, selfish soul meandering about anywhere asking for protective tariff in the old sense of the word. You might then imagine the shattering effect of Sir Thomas White's "Hurrah-Boys-Get-Together" protective tariff speech in the House of Commons. Accompanied by a great blast of trumpets and the wild huzza of the old guard, he suggested a National, Liberal, Conservative Party with the protective tariff as the keystone. We object to the short title of the proposed party. Why not make it the Unionist, National, Liberal, Conservative, People's, Menchevik, Socialized, Left, Right and Centre Wing, Progressive Association of Canadian Parties? With this title properly safeguarded by copyright, it would be difficult for the opposition to secure a title without liability under the present copyright acts. When a party of such verbose dimensions proposes to give you a lot more than you ask for, then the time has surely come for the dead to turn around.

Neither the manufacturer nor the workingman, nor the farmer, is asking for such protective tariff. Still the Government persists in giving it to us. This gives us unimpeachable authority to become inquisitive. Why is it that every politician in the country is so strongly in favor of the old political tariff, three-ring-three card-three-shall "con" game.

If you bear in mind that manufacturers and workingmen do not want it and that the farmers are opposing it, then you will be startled by the insistence with which our lawmakers persist in advocating it. One reason why all interested parties are opposed lies in the fact that tariff battles are interminable. They never, never end. It is the history of the tariff wherever the tariff has been a political national issue. Labor does not want the old protective tariff. First, because it affords a monopoly which unscrupulous manufacturers have in the past used to the de-

triment of labor. Second, at each election time vast numbers of workingmen are thrown out of work, because of the business contractions that inevitably preceded a tariff election. Labor is equally opposed to free trade, because elections fought on the issue of free trade versus high protection bring about a similar contraction in business. Third, because labor is desirous of encouraging the establishment of Canadian industries, and because labor is also whole-somely interested in the development of such industries. Labor favors the establishment of a board the tendency of which will be to stabilize work, which is bread and butter and life to the workingman, because the Tariff Board provides machinery which would check monopoly and will sufficiently protect the industries so as to assure their growth and development.

The manufacturer takes a very sensible and sane view of the tariff situation. It is a typical business view reflecting the common sense of our Canadian business men. Briefly it is this. One important and indispensable factor in business is stability. If Canadian business is to be rocked and shocked at each election in the tariff issue, then it becomes very difficult for the Canadian manufacturer to adjust his business to changing conditions. To illustrate. There is a tariff election in 1920. Protective tariff is the issue, but with the growth of the free trade movement, the reaction of protective tariff abuses, the manufacturer is unable to forecast conditions of future issues. He lives in constant fear of the future. The farmers' movement is a nightmare to him. The sum of his reasoning is this. He would much rather have less protection and more stability. He cannot possibly secure freedom from political anxieties unless there is a Tariff Board which will give him freedom from political interference by arranging tariffs that are based upon scientific facts and knowledge of his particular industry. All that the manufacturer desires is to be detached from political excitements and the tragedies of popular frenzy, to have stability with just enough protection to enable him to develop in fair competition with foreign goods. This is all that the manufacturer seeks and his position is very logical and highly commendable.

Now we come to the prosperous politician. With a few exceptions we have ever been able to secure a favorable opinion from professional politicians on this question of the establishment of a Tariff Board. In the name and the memory of Christopher Columbus, who also went on a voyage of discovery, who are our politicians attempting to legislate for in proposing the pot-luck pol-



icy of high protection? They claim to be the servants of the people, the mouth-pieces of the masses, the spokesmen of the organized groups of Canadian society.

In proposing the obsolete and unscientific pot-luck Tariff System, we fail to identify the group or groups by whose authority our politicians are acting in trying to preserve this policy.

Since it is evident that they are not acting for the manufacturers, the trade unionists, or the farmers, the logical inference is that they are acting for themselves.

Know ye all, by this and many other presents, that for eons and eons the tariff issue in all countries has ever been the magic staff to smite the most obstinate business interest and the hardest-headed businessmen from whom money can be made to flow in a golden stream. Whenever an election loomed up ominous and threatening on the political horizon, when the salvation and the only port in the storm was money and lots of it, the Moses of our public life simply smote upon the rock. Bankers, merchants and manufacturers rushed for their cheque books and the workmen rushed to the polls, while the ship of state on the crest of popular excitement and universal dismay rode grandly into her anchorage. When the storm has subsided, the manufacturers sat up nights studying ways and means to recover the money spent in the election so as to be ready for the next one, while the workman got up early in the morning and bowed his back to sweat out the money that the big show had cost. The politicians merely bowed to the multitude in grateful acknowledgment while they blessed the rock and carefully deposited the magic staff for future convenient use. The manufacturers cannot put up a very strenuous battle against the continuance of this political comedy of errors, because they fear the machinery of the state, but labor can and will put up a determined fight, not to take the tariff out of politics, but to take politics out of the tariff.

Our attitude on this question is for the best interest of all Canadians. Through the medium of a scientific Tariff Board, we propose that manufacturers will be encouraged to develop and expand. We want the Canadian, so far as is possible, to fill his wants from goods that are made in Canada. We desire to be broad-minded and to give the fullest justice to all. For ourselves, we protest as the chief victim of each of these tariff controversies, against further exploitation at the hands of the monopolist on the one hand, and the politician on the other, who have made us the football of a very exciting but

extremely distressing game. We are demanding for ourselves only the same justice that we are willing to give to others.

### Take the Politics Out of the Tariff

(Canadian Railroader, March 27, 1920)

When the question of the appointment of a Tariff Board was being urged by Mr. Taft, when he was President of the United States, the same objections were raised to defeat the campaign for the institution of the Board which the reactionaries are using at this hour to prevent the appointment of a Tariff Board in Canada. It is claimed that it would be a Board of hirelings and clerks, that there has been too much Government by Commissions and Boards, that the highest privilege of Government are its revenue enactments, that we are attempting to take the tariff out of politics. Among these objections the last charge is probably the most absurd. Every sensible man fully realizes that the object and aim of the Tariff Board is not to take the tariff out of politics but to take politics out of the tariff. Tariff revenue measures in which the protective principle has been recognized and enforced have the most bearings upon the business and the prosperity of the country. The very lives of the citizens are involved. It would be inviting extreme danger and imminent disaster to effect substantial changes in the rates, unless the most careful inquiries concerning the effect of such changes on the industries involved are made.

The reform aimed at in the organization of a Tariff Board is to base whatever changes are to be made on precise information so that progress in the country's development would become a certainty. The scope of inquiry is so great that the most delicate care must be exercised in securing effective data which will be of benefit in determining tariff adjustments. In addressing the Senate of the United States on this question, President Taft said: "The Tariff Board has been referred to sometimes as a Board of experts on the Tariff. This is hardly the correct description. It would be impossible to secure a Board all the members of which had expert knowledge upon all the subjects of the Tariff, for the 14 or 15 schedules are very broad in their scope and include much of which is manufactured or produced in the world; indeed, it is by no means clear that it would be of advantage to have in the Board itself men who were experts upon the making and sale of particular articles mentioned in the Tariff. It is far better to have on the Board men who are in the habit of making investigations, who are in the habit of calculating costs, who are in the

habit of digesting and analyzing great collections of evidence and reducing them to intelligent conclusions which may be stated for the benefit of those who intend to use them. That is the profession of these economists, and therefore I put at the head of this Board Professor Henry C. Emery, upon the recommendations of the Presidents of a number of Universities who were consulted. Mr. Alvin Sanders was the editor of The Breeders' Gazette, a man of the highest standing, who had devoted his life to the agricultural interests of this country, while Mr. Reynolds had been for four years an Asst. Secretary to the Treasurer under Mr. Roosevelt, in charge of Customs, and he became familiar with the operation of the existing Tariff and its construction. To these three I added Professor Page of the University of California, and then of the University of Virginia, a well known economist, in the same general standing with that of Professor Emery; and Mr. William Howard, a former democratic Congressman from Georgia and admittedly one of the ablest and fairest members of the half dozen Congresses in which he served. The make up of the Board insures non-partisan action. The truth is, that with the exception of Mr. Howard and Mr. Reynolds, the Board may be said to have no political affiliations at all. "They are under instructions to draw their conclusions without respect to their effect, and I venture to say that there is no Board in the country less likely to be influenced by any improper considerations than the Tariff Board as it is thus constituted."

Ex-President Taft then elaborated upon the methods of investigation and made comparisons with the old and obsolete processes which had been used. He said, "It will always appear that the method of investigation is quite different than that of congressional committees, and the information afforded much more detailed in character, and, on the other hand is much more condensed than the information developed by the verbal explanation of witness. The work of the Board up to date in the way of 'detailed inquiry' has now several dozen agents working on the facts of persons engaged in the production or manufacture of all the articles in question in foreign countries and abroad. What congressional committee ever even attempted such investigation, covering, as it must, many months of time? Besides this work of investigation, there has been much work done in the preparation of a glossary for many of the schedules covering not only the important statistics but a description of each article enumerated in the Tariff, with an explanation of its relation to the industry, its importance to producers and con-



sumers, and the nature of the Tariff duty imposed. Besides this, technical experts have been employed to make special reports on special schedules of the Tariff which will serve as a basis for later investigation of a more detailed character."

We ask you in all fairness to contrast this careful scientific method with the slipshod methods we Canadians employed in the past, which consisted in calling men engaged in business and requesting their opinions on whatever details they were willing to furnish, without any verification for the reliability of such statements, after which we composed ourselves and allowed the witness to make suggestions as to whether the Tariff should be lowered or raised. The futility of securing impartial and exact knowledge by such methods has furnished the main motive for reforms which demands scientific and impartial methods in securing the facts upon which to base the all important Tariff legislation.

It should be plain that whatever policy is supported by the people by voting for either party, the impartial finding of facts remains as important in any case. Our future prosperity will not hinge upon any particular Tariff act but will depend upon a permanent, continued and unbiased study of industrial conditions from one year to another. This is the unqualified work of a permanent Tariff Board.

1,600 labor organizations vehemently indorsed and urged the appointment of a Tariff Board because we want the Tariff based upon concise information scientifically tabulated showing the chief sources of supply at home and abroad, the methods of its production, its chief uses, statistics of production, imports and exports, with an estimate of the advalorem equivalent for all specific duties.

1,600 labor unions indorsed the Tariff Board because we believed that there should be a scientific inquiry into the actual cost of production. We realize that this is practical from the work that has been accomplished by the American and the European Boards.

1,600 organizations indorsed the Tariff Board by resolution because we believe that men of experience in particular lines of industry both on the technical and commercial side are better qualified than politicians to secure accurate information regarding actual prices at home and abroad, the peculiar local conditions of home and foreign competition to which it is subjected.

1,600 labor unions indorsed the idea of the Tariff Board because we are of the opinion that such a body will render the greatest service to the executive and

legislative branches of the Government. We believe it is of first importance that it should be established on a permanent basis; that its members be appointed only for their capacity and qualifications to deal with economic questions of this nature efficiently, without bias of any kind. We strongly urge that the duties and powers of the commission should be defined by law in such a way as to make them absolutely independent and free from the control of any political party.

We are absolutely opposed to the old slipshod, unscientific methods of the past. We refuse to be, any longer, the victims of political jugglery. We protest against being fired and hired again at each election time. We demand security, permanency in employment. We do not want the employer robbed and we do not want to be robbed ourselves. If we are thrown out of work for political effect at each Tariff election, then we are plunged into debt. We refuse to be gouged in this manner to perpetuate an inefficient and indefensible system the havoc of which falls so heavily upon us.

If there is a disposition to ignore our attitude on this question, we will make our strength felt in unmistakable terms at the next election.

#### A Tariff Question for the Farmers

(Canadian Railroader, April 3, 1920)

It is the duty of every man prominent in the political and the commercial activities of the Dominion to strive for the happiness and the contentment of the Canadian people. It is impossible for the people to be happy unless they are prosperous. That prosperity is impossible for the masses unless our indus-

tries expand and develop, admits of no argument. The total value of the products of manufacture exceeds the value of agricultural products by a considerable margin. The farmer who believes he can divorce himself from the troubles that would attend a serious slump in the industrial or manufacturing field, is beguiling himself with daydreams. Any economist will substantiate the statement that prosperity to the one is absolutely dependent upon the prosperity of the other. It is also true that there is as much room for expansion and development in agriculture as there is in industry. It is possible to build perhaps the greatest and the grandest country in the world if we are able to bring about careful consideration of all national problems by co-operating the best brains and experience which the three predominant groups can command—the groups of labor, agriculture and manufacture.

It is evident from the records that two of these groups have reached the common ground, while the third, or farmer group, still apparently remains irreconcilable.

While the official attitude of labor for many years past has been that of free trade, the manufacturing interests have stood solidly behind the protective tariff. Generally speaking, in all political contests the farmers' allegiance was divided. Recently, trades unions throughout the country adopted the endorsement of a scientific tariff commission, not with the object of taking the tariff out of politics, but for the purpose of taking the politics out of the tariff. Strange to say, the manufacturer has taken an equally reasonable position. Only the farmer group remains obdurate. Officially the farmers' organizations advocate free trade. This was extraordinary when we began an examination of the course pursued by the farmer organizations at the time of the agitation for a tariff board in the United States.

On Tuesday, 4th, 1908, Mr. N. J. Batchelor, Master of the National Grange, appeared before the Committee on Ways and Means of the House of Representatives in Washington, and it will doubtless be very interesting to the farmers of Canada to read what Mr. Batchelor had to say on that occasion. It is also very much to the point that Mr. Batchelor represented more than one million farmers on that occasion:

"Mr. Speaker, I appear here representing the farmers' organization known as the Grange. This is composed of people of all shades of political belief, Republicans, Democrats, and Prohibitionists. It has local and county and State organizations, as well as a national organization. It is an organiza-

## MONTREAL BISCUIT COMPANY



MONTREAL  
CANADA





PEACH  
BLOSSOMS  
OF TWO  
SORTS



SOUTHERN  
ONTARIO  
SCENES ON  
LINES OF  
CANADIAN  
NATIONAL  
RAILWAYS



tion of about 1,000,000 members, represented in thirty States. At the annual meeting held at Hartford, last November, with representatives from twenty-six States, a resolution was unanimously adopted favoring the appointment of a nonpartisan tariff commission to consider this tariff subject. Now, I am not here, Mr. Speaker, to enlighten you or anyone else about the operation of the tariff laws, but I am here to express to you the feeling that I understand to exist among the farmers in regard to this matter. There are some things which they do not understand. They are sceptical as to the results of some of the tariff provisions. Now, when they are told, and it is not successfully contradicted as I understand it, that farm machinery is sold in other countries cheaper than it is here, they wonder why that should be so. When they pay \$125 for a binder, and some fellow in some foreign country buys it for a less price, they do not understand why it should be that way. Then, Mr. Speaker, when it is stated that steel rails are sold to the Grand Trunk Road, and when delivered upon the side of that track located in the United States are sold for one price, and yet when delivered upon the other side of the track in Canada are sold for a less price, they do not understand quite why it is so, if it is so. I might refer to other instances of this kind.

"And then it seems to us that a commission (a tariff commission) of this kind would be able to study this question, and if these are facts, to so state to the people. If they are facts, and it is of advantage to our people to have it that way, why, so state it. If they are not facts, then have these statements contradicted. We believe that something of this kind would be of great benefit to the farming people of the country.

"Now, Mr. Speaker, I do not understand that this commission is any reflection on the ability or the fidelity of members of Congress. We understand that members of Congress have a great many duties to perform. They are not able to give the time and effort to the study of this question which it seems to us its importance demands; and then also, in addition to that, it is frequently stated that there are some members of Congress who are influenced by local conditions, that tariff schedules which have been built up business in their locality would influence them in their action upon the subject. I do not think, Mr. Speaker, that, that has ever been charged up against you. I think you do what you think is right regardless of the result; but that enters into it, and there are various other things which I might state. But, summing it all up, Mr. Speaker, speaking for the organization, and speaking for the farmers of

the country, we believe that benefit will be derived from the appointment of such a commission, that would report to Congress, and upon whose report Congress could take such action as it saw fit in regard to the tariff schedules, some of which have been established so long that perhaps the welfare of the country would demand a change."

Permit me now to call your attention to the statement made before the same committee by Mr. S. H. Cowan, representing the National Live Stock Association:

"Mr. Speaker and Mr. Chairman, a Democrat, in the presence of so many Republicans, were it not for the fact that they come around to us anyway in order to revise the tariff, and we have an abiding faith that that is going to be done. We do not know when it is going to be done, or whether it is going to be done, or whether it is going to be done in our time or not, but we at least expect it for our descendants; but when they get to revising the tariff, the people where I come from, and the people whom I represent, are afraid that somebody is going to get the best of it. It is a most difficult and complicated proposition. For example, I am representing here at this particular meeting, in connecting with Mr. Mackenzie, of Colorado, who is well known, the American National Live Stock Association, which organization takes in practically all of the organizations of live stock people west of the Mississippi River; and I also represent the Cattle Raisers' Association of Texas, which, as a cattle raisers' association, is practically the only very large cattle raisers' organization in the country. It embraces the great breeding

ground of the Southwest, not located merely in Texas by any means. We do not sell any cattle in Germany or France; we do not sell any dressed beef; the people who belong to the National Live Stock Association engaged in raising hogs in the great Missouri Valley do not sell all their fresh pork in Germany or France or any other continental country of Europe except Belgium.

"We meet and talk about it out there and have big conventions, and everybody goes for the party. We pass resolutions, and we say that we have understood it is because of the tariff laws in this country that we do not ship any cattle into continental Europe except to Belgium, and that we ship no dressed beef into a single continental Europe except Belgium, and no fresh pork into a single country, and sell less than \$2,500 worth of hams in France during the year. They tell us that the reason of that is because of the tariff on articles manufactured in that country. Then we come up to Congress and we talk with our Congressmen about it, and they at once tell us that it is a very complicated question, and when we approach some senators and some congressmen they tell us: 'Well, you do not know what you are talking about, because if you go to reduce the tariff on articles shipped from Germany and France and Austria and other continental countries of Europe, England will kick about it, and does not England take more of your beef, hogs, and other agricultural products than any other European country?' We say: 'Yes, we guess it does.' They say: 'Well, are you not afraid that you will hurt trade with England if you reduce the tariff on articles from Germany and France and other continental countries of Europe? Would not England kick about it and quit taking your agricultural products, and would you not be worse off than when you started in?' We say: 'We do not know; it is a very complicated question. That is what we have you in Washington for.' If he is a Republican he says: 'We cannot do anything because the people here in the East control the matter.' And if he is a Democrat, he says: 'The Republicans are in the majority, and I cannot do anything'; and the result is that we people in the West have a pretty hard kick coming against somebody, but we do not know exactly who it is.

"We pass resolutions as long as the moral law, and we send them here. They tell us that they are put in the waste basket, and I suppose that they are, although we have no proof that they reach here, except for the regularity of the mails.

"Now, we are willing to admit that this is a complicated and difficult ques-

## JAMES MURPHY

### COAL WOOD COKE



FORT WILLIAM  
ONTARIO



tion. We think it is quite important to determine whether or not we shall be excluded from shipping dressed beef into France by reason of a high tariff on brass jewellery. I have been told that has a good deal to do with the matter. I do not know. There is not a single man in the West who knows. The farmer does not know a blessed thing about it, but somebody tells him that is true. We have been depending on Congress for a long time about this, and have been kicking about it, and nobody has paid any attention to it that we can discover; and now we come here asking Congress to at least deal fairly in this matter. They say: 'Mr. Farmer, and Mr. Stockman, and Mr. Manufacturer—out in the West, at least—you do not know much about it; you are not informed on this; but there are people who are, and we confer with them, and they tell us what to do, and we find out from.' Well, people say: 'We have just a little bit of suspicion that you go to those who are most interested about this thing when you try to find out what to do, and that in the doing of it we have been put in the soup, because we find that we cannot send out cattle and dressed beef or hogs that we raise to the continental countries of Europe, and we would like to do that.' So, these gentlemen, representing various organizations, come here at their own expense—none of them running for office, and none of them could get office if they did run for it—to have the pleasure—and they treat it as a privilege, Mr. Speaker,—of asking Congress to appoint a commission through some method which will be independent and fair, and which we can trust, to see what ought to be done and to report it back to Congress.

"Now, that looks fair. It looks as if this Congress ought to be willing to have a commission appointed. Select people without regard to their politics and in the hope that they have none, and appoint them to investigate the subject to inform themselves, to get knowledge, to do it impartially, and then report to Congress, in order that we may not keep up this dispute as to whether somebody up here is right or whether somebody there is right. We are willing to submit the matters to the fair judgment of an impartial commission, and on what ground can Congress object to appointing one? They say, 'It will not do any good; we will appoint a Congressional committee to do it.' I want to say that the Congressional committee men down in my State and in Oklahoma, Kansas, Colorado, and Missouri are extremely busy in another sort of business just after Congress adjourns, as you will observe a little later on. They have not the time. It is impossible. You might as well say that Congressional commit-

tees can regulate the railway rates of the country. The tariff proposition, as it confronts, affecting our foreign trade, our industries at home, and the vitality of this country as an industrial nation, is as complicated a subject as we can find. Why should it not be submitted to a committee appointed by virtue of the law which you enact, appointed by the party in power, to determine fairly what ought to be done, and to report it to Congress?

"Whether Congress adopts its recommendation or not, we could at least get one fair shake where we knew the men were not influenced by the interests that happen to surround them. There is no denying the fact, Mr. Speaker, I know, that when a man lives in a manufacturing district where all his people are strongly in favor of high protective tariff, if he comes to this Congress he must be in favor of that; and if he lives in a farming district, where they are in favor of a revision of the tariff, or perhaps a low tariff on some articles and a high tariff on wool and hides, I say he has to be in favor of that or he cannot get here. So we realize that with the multitude of businesses and the multitude of thought, it is impossible to get perfectly fair and independent expressions, however much the members of Congress desire to do it.

"Now, they tell us that this is not needed in the country; that the country does not demand a tariff commission; that we do not know. We are much like the old negro who went to hear his master deliver a lecture on agnosticism. He waited at the schoolhouse door until his master came out, and then the old man said, 'Mose, how did you like the

lecture?' 'Well,' he said, 'guess I liked it pretty well, but,' he said, 'there is just one thing you said that I thought you ought to have said a little different.' 'What was that, Mose?' 'You know you said there was no Holy Ghost, and there was no heartfelt religion.' 'How do you think I ought to have said that, Mose?' 'You ought to have said, not that you knows of.' (Laughter.) There is a public sentiment west of the Mississippi River which is strong, which is now demanding a fair opportunity to have this matter investigated, determined and reported to Congress. We make no political threats, because we do not know how we will vote; but we do want Congress to do this as a matter of fairness, quite independent of politics, and we hope, Mr. Speaker, that you will give the matter fair consideration, as we believe you will, and determine whether or not we are right. We do not think that anybody can be hurt if it is done, unless somebody who has such an interest in the matter that he ought, in behalf of the rest of the people of the United States, to be hurt. Somebody must always be hurt by any regulating laws, of course. The idea is to do the greatest amount of good to the greatest number, but to do it presently and during the present generation. That is what we have come to ask and to have done."

In view of this astonishing evidence, is it not remarkable that the farmer should be irreconcilable toward a tariff board, the objects and aims of which are identical with the United States Board for which a million farmers clamored so vociferously? How are we to account for the stubborn attitude of the agriculturalist on this question except by his ignorance of the facts? Certainly the agricultural position suffers severely in contrast with the broader-minded and far more generous position taken both by labor and by industry on this important question.

There is a growing and very powerful movement in Canada supporting the idea that this great question of tariff and schedules should be handled with hard-headed, commonsense business methods co-operating with the best economic brains the Dominion can muster through the medium of a tariff board. We believe that a commission or board should be created with powers to investigate not only the cost, but the application of the costs of production, transportation, points of consumption, efficiency of labor and manufacturing equipment, competitive conditions in other countries, so as to increase foreign trade. We believe that the greatest good will result to the entire Dominion, to labor, the manufacturer, the farmer and the people generally if we take the politics out of the tariff and institute a

## DOMINION BRIDGE COMPANY



MONTREAL  
TORONTO



board under the Minister of Finance, organized on a business basis for efficiency—and efficiency only.

Unless the Government heeds our cry for reform in this direction, unless the farmer produces some sound argument substantiating the position which we consider strangely discordant with his attitude on other national questions, then we shall search out the reasons with the minutest care and thunder them across the country at the next election.

### Tariff Board Advantages

(Canadian Railroader, April 17, 1920)

To appreciate the value of the American Tariff Board, it is necessary for us to make a detailed examination of the accomplishments of this body of experts. The study is made by the commission on the question of free zones as alternative to the present system of bonded warehouses, bonded manufacturing houses and repayment of drawbacks on exported dutiable goods of foreign manufacture, involved a careful study of the laws governing free port concession in foreign countries. Many business men were consulted and conferences were held in the principal industrial centres. Questionnaires were sent out to those particularly interested. The commission has recently recommended the adoption of permissive legislation and the report has been ordered to print. There is no doubt as to the value of this investigation to American manufacturers.

No less important has been the research of the commission on unfair competition in American markets, particularly on the form which is commonly known as "dumping." In this connection a careful study was made of the nature, operation and effectiveness of the Canadian anti-dumping law. It developed that a number of Canadian merchants complained that it had prevented them from taking advantage of foreign price fluctuations and had hindered their securing favorable terms under such conditions.

Correspondence was had with Chambers of Commerce, Boards of Trade, Manufacturers' Associations, and other business organizations thought to possess authentic information.

The result has been that the Americans possess the best anti-dumping laws to be found anywhere in the world.

Anticipating a great demand for knowledge on foreign tariffs and commission treaties following the cessation of hostilities, the American Board investigated the preferential provisions, economic alliances and all other subjects connected with foreign tariff relations.

The preferential tariff systems of the self-governing dominions of the British Empire, the colonial tariff systems of France, Germany, Italy, Japan and China, and their effects upon American industry were carefully compiled. The valuable information gained is largely responsible for the astonishing alacrity with which the Americans are successfully invading foreign markets.

In this issue we are limited by space to the Japanese investigations made by the board.

The report on the Japanese situation begins with the occasion of the evolution of the Japanese tariff policy which is followed by a description of Japanese tariffs as in force today. Since 1899, the Japanese Government has steadily increased the rates of the customs duties and adopted other of the devices which, in commission policy, are intended to increase the revenues from foreign trade and to encourage the development of home industry. Following through the enactments of 1897-1906-1920 it gives special attention to the commission treaties of 1911. The changes which have taken place since then are carefully tabulated. The clear effects of the various laws as effecting imports, the drawback system, bounties, and special encouragements of production and export are shown. The report on Japanese trade is divided into three sections. The first deals with the development of Japan's foreign trade from 1856 to 1915, the second deals with the expansion of Japanese foreign trade during the war by groups of merchandise, comprising raw, semi-manufactured, and manufactured articles more or less related to each other, while the third section shows the character of trade between the United States and Japan. An appendix contains a number of tables and charts, giving a bird's-eye-view of Japan's foreign trade for a series of years by continents and countries, groups and character of

merchandise. Is it any wonder then that the United States has greatly diminished her imports from Japan and tremendously increased her exports? With the information at hand, American cotton, iron and steel manufacturers have established extremely lucrative Japanese business in spite of the subventions, regulations, and subsidies practised by the Japanese Government.

Canada is a young and growing country. What with our enormous natural resources and the progressive manufacture, the hardy, efficient Canadian workmen and Canadian agriculturists, there are no commercial heights to which we may not legitimately aspire, but we need to lay the foundations for our future commercial greatness scientifically. We must put a premium on knowledge and a discount on ignorance. To develop methodically and logically we need to base all industrial expansion on accurate knowledge of what our competitors are doing. A scientific advisory Tariff Board modelled closely upon the lines of the American Board, is the only avenue which will point the way. The workers of the Dominion of Canada are struggling valiantly to secure the appointment of such a board.

We must not be charged with working for class legislation, because all thinking men recognize that the establishment of a Tariff Board would be a benefit to all classes of Canadian society.

### Experienced

Mr. Peters brought a piece of cloth home to have a suit made. The family, examining the goods spread out on the table, remarked upon the fine quality and pattern. Even little Ronald was called upon to give his opinion of father's new suit. He turned the stuff on the wrong side and began to examine it. "Ronald," said Mr. Peters, "that is the wrong side. How stupid you are!" "Why stupid?" answered the boy. "You bet it won't come to me until it's turned on the wrong side."

"Do you suffer from cold in the winter?" Yes, indeed, more than in any other season."

Willie: "Father, this story begins, 'Pandemonium reigned.' Who was 'Pandemonium?'" Father: "Er—if he rained he must have been the Clerk of the Weather."

"It was a most successful concert," the soprano said. "My voice filled the hall, didn't it?" "Indeed it did," answered her bosom friend. "I saw several people leaving to make room for it."

### WINTER MAGIC.

**T**HE fairies wear no stockings,  
So when Winter-time comes  
round

They creep out in the twilight,  
And then without a sound  
Chase all the little children

Who go running home from  
school,

And make holes in their stockings,  
And steal the threads of wool;

With these they weave their hosiery,  
And that is why it's true

That children's stockings have  
more holes

Than grown-up people's do.

—L.S.



# The Prevention of Cancer

By JAMES A. WRIGHT

**I**N the Christmas number of "Canadian Railroader," under the caption, "Cancer Can Positively Be Prevented," first published in the Dearborn Independent, we are afforded an arresting article by Sir W. Arbuthnot Lane. He is a physician of international reputation, a specialist in abdominal surgery whose pronouncements on so important a subject as cancer demand our most serious consideration, especially in view of the indubitable facts and statistics, proving the wide-spread ravages of this terrifying disease.

Can we view with only passing concern the striking sentences with which he opens the discussion?

"I shall not die of cancer," he writes. "I am taking measures to prevent it. What I am doing anybody can do. It is not a matter of money. It is a matter only of forethought and forbearance. What I am doing everybody should do, if he would avoid the risk of death, from a disease more terrible than tuberculosis, syphilis and a number of awful diseases rolled into one. Cancer is the great human menace. It is increasing by leaps and bounds. If anything, it is increasing more rapidly in the United States than it is in the British Isles. Of those now living in the British Isles 5,000,000 are doomed to die of cancer, if they do nothing to prevent it. In the United States the doomed number is 10,000,000 and may quite easily rise to 15,000,000 or 20,000,000. In Canada, a similar condition prevails.

Sir W. Arbuthnot Lane is not advocating a specific remedy for the cure of cancer, on the contrary, he rather doubts the probability of any specific being discovered, at all events, in the immediate future. This is not so surprising, when, for example, we take into consideration the time and energy devoted to the cause and cure of tuberculosis, particularly during the past twenty-five years, by many of the ablest and most conscientious members of the medical profession—with practically negative results, in so far as a specific remedy is concerned—it would appear almost hopeless, to expect, with a disease so obscure and baffling as cancer, whose cause even, has not yet been definitely determined, that a specific remedy will be discovered in the near future. In the meantime millions, of otherwise healthy people, will have prematurely died.

Is there a prophylactic, any available means of prevention?

Sir W. Arbuthnot Lane and other eminent authorities positively proclaim there is; that no one need suffer from this frightful disease, if the necessary precautionary measures are adopted and strictly adhered to.

There is nothing startling or new in the preventative measures, advocated by these eminent authorities. We are only asked to conform to well-known rules of personal hygiene, particularly with relation to dietary, and the elimination of waste products; ready and regular evacuation of the bowels.

Today, as never before, medical authorities are devoting more, and ever more study to the prevention and cure of disease, through dietary; the consumption of proper foods.

Every one wishes to be well, happy and efficient, this cannot be achieved satisfactorily, unless we eat the right foods.

Sir W. Arbuthnot Lane advocates a vegetarian diet, we should rather say a lacto-vegetarian diet, replacing flesh foods of all and every kind, with milk, cheese, whole wheat bread and a goodly portion of raw vegetables and fruits. At least one meal a day, should consist of raw vegetables, in the form of salads, both vegetables and fruits, with whole wheat bread, butter and cheese and a glass or two of milk. We may dine sumptuously, eat three hearty meals a day, nevertheless, suffer for lack of the vital elements, our bodies require.

In most modern cookery, foods are robbed of necessary nutrient, health giving elements. We may gorge ourselves on such food, and still be under nourished, whereas by careful attention in the selection of food, the majority of our ailments can be avoided.

Milk, vegetables, eggs, cheese, whole wheat bread, natural grain cereals—rice, wheat, oats, corn, barley, rye, from all of which the external skin or cuticle, has not been removed, thus retaining the indispensable nutrient mineral salts and vitamins.

The whole question of dietary has undergone a marked change and modification, within recent years, owing to the discoveries in biological chemistry, through laboratory research work into the constituent elements of food products, resulting in the isolation of those highly important, in fact, indispensable elements, the vitamins.

For the benefits of lay readers, who may not be familiar with the history,

and functions of the vitamins, we think it desirable, to indite a few words on this important subject.

As early as 1891, Bunge, a chemist at Bâle, Switzerland, suspected the presence of a mysterious substance in milk. Eijkman, a chemist at Utrecht University, when in India, observed that the natives, whose principal if not sole diet, consisted of glazed rice, were alone susceptible to the disease, called beriberi.

Casimer Funk, a chemist at Varsavia, becoming aware of these facts, began an intensive investigation, finally succeeded in isolating the active principle, and named the substance—vitamins.

Thus in 1914-15 was opened up a new avenue, for the scientific dietitian, which has proven of inestimable value; one of the most brilliant achievements, in the history of biological chemistry. It has now become, an accepted fact, that vitamins in the diet, are indispensable to healthy functional development.

Vitamins A, B, and C, are now recognized, and their functions practically determined. A fourth vitamin D, is tentatively at least, recognized as the active stimulant in yeast and has therapeutic value.

Vitamin E, is now considered necessary or essential to reproduction. While possibly, much yet remains to be determined, in connection with the functions of these indispensable dietary elements, we are however positively assured, that the absence of either one, of the important vitamins A, B, and C, from our diet may become a source of disease. Briefly we may say, that a deficiency of A, particularly in the food of children, may cause rickets, and a disease of the eyes, and surely a lack in normal development.

A deficiency of B, may result in a loss of appetite, and is the attributed cause of the disease, beriberi, a nerve affliction.

The distressing disease scurvy, is unquestionably due to a deficiency of the Vitamin C, with consequent muscular weakness, and general debility. Thus and of a necessity briefly, we have endeavored to show the importance of a properly balanced diet, and how imperative it is that there should be a sufficiency of these important elements, the vitamins.

It now remains to indicate the sources most prolific of vitamins.

Practically all the usual foods, both animal and vegetable contain more or



less vitamins, but the most prolific and reliable source, is found in the vegetable kingdom, with tomatoes, standing at the head, no other product, is so rich in these indispensable nutrient elements, although lettuce is a close second. Carrots, cabbage, cauliflower, dandelion and in fact all the edible vegetables possess a satisfactory content of vitamins. Fruits are also a reliable source of vitamins, with the orange at the head. Apples, grape fruit, bananas and generally all large and small fruits, are sources of vitamins. Nuts are also reliable sources. Almonds, walnuts, butternuts, hickory nuts, pecans and peanuts. The cocoanut is particularly rich in vitamins. Recent analysis proved that pulp of cocoanut closely resembles mothers milk, and in certain of the Eastern Pacific Islands, native mothers wean their infants exclusively on the pulp of the young cocoanut, with the most satisfactory results.

The question now naturally arises, why use flesh foods, either meat, fish or poultry? They afford no nutrient element, that is not more abundantly supplied by milk and its products, cheese, butter, etc., with eggs and all the edible vegetables, nuts and fruits. No flesh food of any description, affords nutrient elements, that is not more abundantly supplied, by the vegetable kingdom, so conclusively demonstrated through the laboratory research work, of the biological chemists, as well as the experience of thousands of vegetarians, to say nothing of the millions of vigorous healthy natives, throughout the world, who live exclusively on a vegetarian regimen.

If we may be permitted a personal reference, the writer has been living for over a quarter of a century on an exclusively lacto-vegetarian diet; during that period has never indulged in either fish, flesh or fowl, and now in his 78th year has not an ache or pain, that gives him the slightest concern or inconvenience, and as Sir W. Arbuthnot Lane pregnantly remarks in another connection, what he has done anybody can do.

Then why flesh foods? Why condemn our fellow man, to all the loathsome disgusting indescribable horrors of the shambles, and the torturings and terrifying sufferings of our lower congeners, those poor dumb creatures, born and bred to satisfy an artificial and unnecessary appetite.

Oh! exclaim our critics, man is omnivorous, is constituted to eat both meat and vegetables. We have heard medical men, maintain that man is an omnivorous animal, anatomically adopted, to feed on a mixed diet, and his health demands a goodly portion of meat products.

Such an attitude discloses a very superficial consideration of a highly important, though complex problem, which our space will only permit of a brief treatment.

Man is not anatomically omnivorous, any more than the chimpanzee and gorilla, his nearest of kin, in the animal kingdom.

Anthropologists, are practically a unit, in the belief, that our primordial progenitors were arboreal dwellers, living principally in the trees, and subsisting on a vegetarian diet. Why they descended from the trees and began that tremendous journey towards man's estate, may not be so obscure a problem, as at first sight it would appear, in view of the forces, we see active in the world today, where we may observe the teeming populations of the old countries, seeking an outlet and enlarged opportunities in the virgin lands of this western continent. So must it have been with our arboreal progenitors. Living in a comparatively restricted environment, and obliged to depend upon unaided nature for subsistence, and in view of the fecundity of the species, we can appreciate, that increased population, would ultimately force them to seek an enlarged environment, and a more prolific source of subsistence.

This radical change in their mode and habits of life should not be deemed an unmixed evil. True in their sylvan life they enjoyed comparative comfort and security, their most dreaded enemy, the great serpent—hence the tradition of the serpent and the Garden of Eden, and the inborn fear and horror of all simians and humans, for snakes—whereas in this new and enlarged environment, a more strenuous life was demanded; they were forced into competition, with the fierce denizens of the forests and plains, and as unaided nature, could not afford them their natural vegetarian diet, they were obliged to resort to a mixed regimen, in fact eat anything, promising satisfaction of their craving appetites, even as civilized man, under stress of circumstances, will descend to cannibalism, rather than die of starvation, so strong is the love of life implanted in our natures.

Naturally, this more strenuous mode of existence, would stimulate their mental faculties, and when this man-beast, this potential human being, seized a stone to hurl at an enemy, or crack a nut, he took a forward and momentous step towards the civilized state, that stone contained the germ, out of which has blossomed, all the marvels of the modern work-shop.

Thus throughout every stage in the uplift of the race, the pressure of the environment, the inexorable demands of

life, constitute the greatest stimulus to mental exertion, resulting in continual enhancements in the comforts of life, even as the pressure of disease, under civilized conditions, is compelling us, to search for remedies and preventatives.

We are creatures of habits, modes and methods, which, when they become fixed, as they invariably do, when frequently repeated, are most difficult to alter. Mankind is essentially conservative, and when once a habit becomes incorporated and co-ordinated with the general trend of our lives, we are indeed very loth to change. This is particularly true in relation to our appetites. We should therefore appreciate, that with a habit so long indulged, beginning at the very root of human existence, and carried forward and exalted, in our more refined civilized state, palliated and defended, by recognized authority, the meat habit is not readily dislodged.

The love of life, is unquestionably the strongest and most fundamental and forceful energy in human nature, without which, mankind would long since have perished from the earth, no other animal could withstand the vicissitudes, to which we have been and are being subjected, and to which we subject ourselves. The frightfully destructive wars of conquest, the savage internecine conflicts; the pestilential diseases have swept during every stage of human development, millions into premature graves. The *raison d'être* for all these frightful holocausts, can be summed up in one word, **ignorance**; the inability to grasp and comprehend the real significance of life; that man is more than a mere animal; that there is a divinity enshrined within his soul, whose outer expression is the cosmic urge, that mysterious immortal energy, ever forcing him onward, ever upward, in quest of his ultimate destiny, in quest of that goal, locked in the embrace of the universal soul.

To satisfy the demands of life, our individual sustenance is without doubt, the next strongest element in our natures although Freud in his bestial system of psychoanalysis, gives the sex element a dominating position, to which every other quality and characteristic is subsidiary. Such a conception is as beastly as it is superficial. In the origin of life there is no sex; biologically speaking, it is a later development, introduced, or rather evolved, for a specific purpose, procreation—when that is served, it ceases to function, atrophies and is eliminated.

The sustenance of the individual, comprehends not only the upkeep of the physical organism, but as well, our mental and spiritual well-being, demands necessary pabulum, consequently sustenance is fundamental and eternal.



**CONDENSED TIME TABLE**  
BETWEEN THE  
**WEST AND EAST**  
OVER  
CANADIAN PACIFIC ROUTES.

Going West Read Down	Miles from St. John	STATIONS	Going East Read Up
F 1:00pm De	0	Port Arthur	AT 4:00pm
F 4:00pm	65	Norfolk	AT 7:00pm
F 7:25pm	128	Sarnia	AT 10:00pm
G 8:55am	378	Chatham	AT 12:00pm
G 1:15pm	530	North Bay	AT 2:00pm
A 1:55am	584	Kenora	AT 3:00pm
A 9:45am	108	Kingston	AT 10:00pm
A 3:30am Ar	842	Quebec	AT 12:00pm
A 3:30am De	842	Quebec	AT 12:00pm
A 4:30am	872	Ottawa	AT 1:00pm
A 8:30am	962	Montreal	AT 5:00pm
A 2:30pm	1152	Quebec	AT 10:00pm
A 11:55am Ar	1275	Toronto	AT 12:00pm
F 1:00pm De	0	Port Arthur	AT 4:00pm
F 4:00pm Ar	65	Norfolk	AT 7:00pm
F 7:25pm	128	Sarnia	AT 10:00pm
F 8:55am	378	Chatham	AT 12:00pm
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F 8:30am	962	Montreal	AT 5:00pm
F 2:30pm	1152	Quebec	AT 10:00pm
F 11:55am Ar	1275	Toronto	AT 12:00pm

REFERENCES.

a. Daily except Sunday.	g. Daily except Sunday.
b. Daily except Monday.	h. Monday and Tuesday.
c. Daily except Tuesday.	i. Tuesday and Wednesday.
d. Daily except Wednesday.	j. Thursday and Friday.
e. Daily except Thursday.	k. Friday and Saturday.
f. Daily except Friday.	l. Saturday and Sunday.

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**WINNIPEG, MANITOBA.**

### C.P.R. SATIN TIME TABLE DE LUXE

A beautiful souvenir of the first through train service on the Canadian Pacific Railway between the West and East of Canada run under the 24-hour plan has been received at headquarters of the system, sent in by its originator, Geo. D. Somers, retired official of the company, and now resident at Pasadena, California. It takes the form of a pocket time-table and is printed on satin with the date of its list of train movements coming into effect on July 3, 1888. Since there were very few of these souvenirs printed, it is probable that this is the only one in existence at the present time.

Mr. Somers, forty years ago, was chief clerk in the general passenger department at Winnipeg. When the first through train service on the system went into effect, he conceived the idea of printing souvenir pocket cards, and purchasing a few yards of satin, had a few copies printed on them at his own expense. He forwarded them to Sir William (then Mr.) Van Horne, at the time vice-president of the system, who was passing through Winnipeg with a party of directors, making the first trip over the line.

The mileage of the western division of the C.P.R. was then about 2,275 miles, whilst today the mileage of the prairie provinces and British Columbia totals over ten thousand miles.

The physical organism, is a complex and very delicate mechanism, easily unbalanced and highly susceptible to disease. The stomach is the boiler, so to speak, that supplies the necessary energy for the proper functioning of the mechanism, somewhat analogous to the boiler in a machine shop. Now we know, if we are careless, in selecting fuel and feed the steam boiler with material, low in thermal values, we will not secure adequate energy and thereby reduce the

efficiency of the entire plant. How infinitely more exacting, are the requirements of the human mechanism, and how imperative that we observe scrupulous care in the selection of fuel, for the human generator, if we are to obtain the highest efficiency and freedom from disease.

Nature to assure the functioning of these processes, particularly the sustenance of our bodies, attaches pleasurable sensations, makes the demand for

food—hunger—a delightful anticipation, and its satisfaction, one of the coveted pleasures of life, but unfortunately the vast majority of us, ignore the underlying principle, namely the sustenance of our bodies, and as a consequence, have created artificial and too often vicious appetites.

Is not our culinary devoted almost exclusively to the satisfaction of the palate, neglectful of the more important function and as a result, we require a drug store on almost every other corner to supply the necessary correctives and palliatives. Live naturally and simply and we can banish the drug fiend. This does not necessitate the curtailment of any legitimate pleasure, certainly not the pleasures of the palate, on the contrary in the exuberance of a healthy functioning organism, life will wear a more roseate hue, and we can always meet the world with a smile.

Think what it means to banish the butcher, with his filthy establishment where the mangled and dismembered bodies of our poor dumb friends, are hung, with hideous display. Even our friends so devoted to the work of the Society for the Protection of Animals, recognize no inconsistency in eating the carcasses of the poor dear dumb friends they are so solicitous to protect; see no inconsistency in condemning the butcher to a horrible cruel life and their innocent protected (?) victims carved up to appease the unnatural appetites of their protectors (?).

Can we afford to ignore the serious, and disinterested appeal of so eminent an authority, as Sir W. Arbuthnot Lane, earnestly and convincingly advocating simple and effective preventative measures, assuring us immunity from the prevalent scourges, of our civilization, especially the most terrifying of all, cancer.

We would advise those approaching or past middle life to make the change from a mixed to a vegetarian diet somewhat cautiously, gradually eliminating the flesh products, substituting cheese, either cooked or raw for meats.

In conclusion, dear readers, we adjure you to determine now that you will not be of the many millions, doomed to die of cancer, through neglecting to follow the gratuitous advice of this eminent physician.

**Hidden Mysteries.**—"What is that which is described as untold wealth?" "That which doesn't appear on the Income Tax returns."

**Metaphorical Murder.**—"I wonder why time is said to fly?" "Probably it is because so many people are trying to kill it!"





"PYNELOGS"

## B.C.'s New Lieut.-Governor At Home

The Honorable R. Randolph Bruce, Well Known in Railway Circles

By HELEN SANDWELL

Pictures by A. E. FISHER

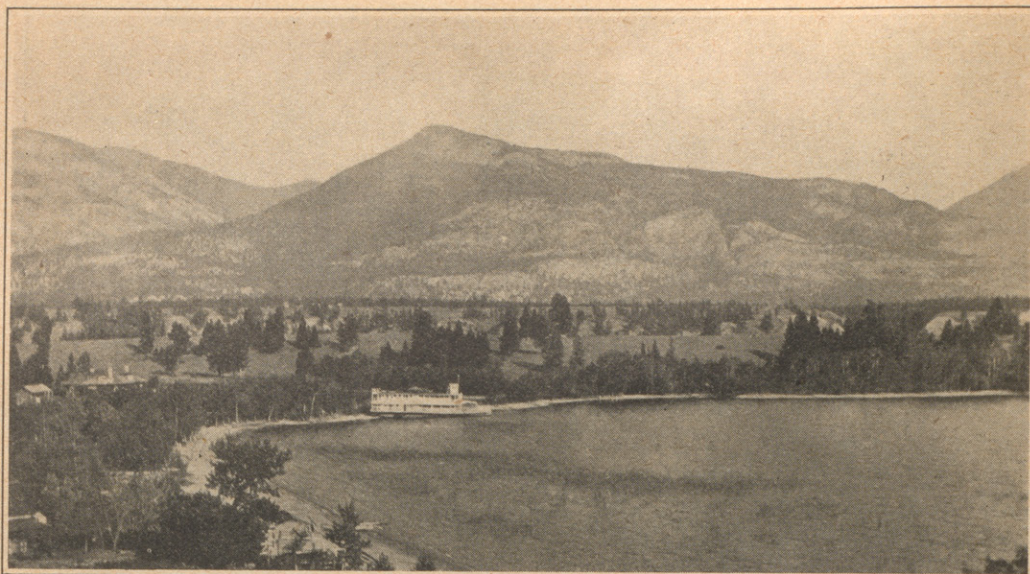
ANY sunshiny day in summer one may see a tall, powerfully built man, greying at the temples, wend his way up the trail to the little town of Invermere, B. C. At his heels will be a fat, very fat Skye terrier and should there happen to be a small boy in the vicinity one is pretty certain to see the youngster pad hotfoot after the tall man and the dog. This is typical of the way His Honor the Hon. Robert Randolph Bruce, C.E., B. Sc. F.R.G.S., Lt.-Governor of British Columbia, is beloved in the mountains where his beautiful home, Pynelogs, is situated on the shores of Lake Windermere. From the hale and hearty "old-timers" to the newest set-

tlers—one and all they know his charm of manner and his kindly interest in them and their doings.

If now Invermere lays claims to His Honor, he, in return, can justly lay claim to Invermere, having nursed it along from a tiny settlement to the flourishing little well-equipped town it now is. Twenty miles back in the Selkirk Range is his mine, the Paradise (lead and silver), which is one of the chief causes of Invermere's financial wellbeing. But he was not content only to mine the mountains. He wanted to see the rich lands below give up their treasure, too. Thus it was largely through his dreams and hard work that there came into being the great irriga-

tion system by which the rich valley lands are made to bear magnificent crops of fodder, small fruits and vegetables. Even then he did not rest upon his laurels, but set to work to let the whole world have a peep at the rugged mountains, gem-like lakes and glorious forests of the district. This was a tremendous undertaking which meant the conquering of mountain gorges, peaks, turbulent torrents and the blasting away of thousands of tons of hard rock through canyons. He interested the C. P. R. to the extent that it gave \$75,000. The Government, he persuaded to give a like amount and work was begun on the now famous Banff-Windermere Highway, travelled each season by





HIS HONOR'S HOUSE-  
BOAT ON THE SHORES  
OF LAKE WINDER-  
MERE.

thousands of tourists from all ends of the earth.

#### Interested in Railroading

His Honor, a Scot from Glenrennes, Banffshire, came to Canada in June, 1887. Right from the start he was interested in railroading, and a few days after his landing he went to work in connection with the short line then being run through Maine. This job, finishing in the spring of 1889, he then went to Western Canada with Hugh D. Lumsden. With him he made an exploratory survey from Regina to Long Lake. Returning to Winnipeg in the fall of 1889, he was with the C.P.R. continuously until 1892, running the surveys from Swift Current to Buffalo Lake, and working on the construction of the lines between Deloraine and Melita, Melita to Estevan, Melfort to Plum Creek (now Souris), Kemnay to Souris, Souris to Melita, the pipestone branch from Souris to Reston; then the line from North Portal to Moose Jaw.

In 1895, along with Hugh D. Lumsden, he ran an exploratory line from Moyie Lake to Kootenay Landing on the Crow's Nest Pass branch.

His keen interest in mining, for the time submerged, now flared again, so during 1895-1896 he went to McGill University and took a refresher course in mining and assaying. This was followed by a trip to England, after which, in 1897, he returned to Canada and gave up all his time to mining business only.

In 1915 His Honor married the Lady Elizabeth Northcote, second daughter of the Earl and Countess of Iddesleigh. After a brief eighteen months of married life, spent mostly in the Windermere, she died, greatly mourned by all who had known her gracious personality.

Pynelogs Hall, famous for its hospitality, is as its name implies, built of good honest logs, set with large windows and sun rooms that command an eye-satisfying panorama of white peaks, forests and the sunshine-lit waters of Lake Windermere. No wonder distinguished guests from the great capitals of Europe and elsewhere have lingered here past the set times for their departures, for life in this mountain-guarded beauty spot seems shut away from turmoil. Inside, Pynelogs is fitted with every modern convenience, tele-

phone, electric light, etc., yet, if one wishes to brood in quiet there, one can feel a thousand miles from anywhere.

From early spring to late autumn the gardens are flooded with beauty. Little rills amble on coolly till they tumble into a sparkling miniature waterfall. Velvety lawns rest the eye. And everywhere are flowers, flowers, flowers—flaunting hollyhocks, delphiniums, peonies, poppies, asters, pansies, columbines, delicate spikes of gladioli, starry dahlias in gorgeous shades—all in a perfection one seldom sees. In the spring



SINCLAIR CANYON  
—THE BANFF-  
WINDERMERE  
HIGHWAY.





crocuses, tulips, snowdrops, violets, shy lilies of the valley (to mention only a few) greet the mild weather and make the "lover's lanes" leading to the lake, avenues of delight. By the time their day is over the magnificent perennial borders are getting ready to dazzle you. Roses, which need to be most carefully protected in this latitude from frost, grow quite cheerfully in His Honor's wonder garden. All manner of unique and beautiful climbing plants twine over pergolas and beautify shady nooks. Sweet peas perfume the air, while the rockeries boast specimens from many far corners of the world as well as a great number gathered off high crags in the nearby ranges.

#### Practical Beauty, Too

Should your fancy run more to the glad eyed potato or a hard hearted cabbage, take a stroll into His Honor's kitchen garden, and be amazed at the prodigality of the ground. Tomatoes, the pride of the Scottish gardener's heart, are ripening in their golden or red lusciousness. This being a famous potato district, potatoes are POTATOES here! Snowy cauliflowers (the very caterpillars hesitate to bite into their perfection) hide their heads in their green arms. In the ground, or on the ground, or else underneath the ground!—somewhere in the garden, you will find the particular vegetable you favor.

Perhaps, though, you are really more interested in dairying than in gardening. Well, out there beyond the fence stands, in thoughtful mood, the Windermere District Championship cow, ready to oblige with heavy cream for your tea or coffee, or the needful for homemade butter for your morning toast.

Another hobby of Mr. Bruce's is the collection of choice antique furniture. He enjoys riding and swimming, and is very fond of a game of bowls.

An interesting relic of early days on the Columbia River is His Honor's houseboat, once a sternwheeler plying up and down between Golden and Windermere, before the coming of the railroad. The Dorothy M.'s active days are



A CORNER OF  
THE GARDEN  
AT  
"PYNELOGS".



over now, but, fanned by lake breezes and gay with flowering plants, she provides a delightful retreat on hot days. Only last summer she must have thought that the old busy days were back when, on the occasion of the visit of Her Excellency, Lady Byng, she was decked more lavishly than ever and carried a heavy passenger list of local guests for afternoon tea.

His Honor's big, breezy personality is already a power in Canada. His wit is sparkling, his capacity for work enormous. In his younger days before he had bridges and a road built into the mountains to his mine, he walked twenty miles a day regularly for mail and supplies. In many ways it was proven

that the district he had chosen for the scene of his labors needed a man with long vision and great staunchness of purpose. To quote just one instance—many and great were the obstacles to be overcome before the mined ore could be got to the smelter. In fact, experts declared that it was impossible to make a road down from the mine, but Mr. Bruce's determination never faltered. First, a pack trail had to be broken, then a raw hide, then a winter sleigh road and then a waggon road. The ore was sacked and hauled down to Wilmer Wharf, where it was picked up by the river steamers and taken to Golden. From Golden it went by branch shipments to Trail Smelter, taking about two years from the time of mining. However, the obstacles were overcome.

Now the old order is changed, for a good road and strong bridges make it possible for the ore to come down by motor truck to the Kootenay Central R.R., which was completed in 1915.

Invermere, of course, will see less of Mr. Bruce now, but knowing him well, feels glad to share him, knowing he has room in his heart for the interests of all.



The new Lieutenant-Governor of B. C. is (civil) "Chief Red Sky" to the Indians. The picture shows him smoking the pipe of peace.





# Lovers of The Wild

By H. MORTIMER BATTEN, in the Royal Magazine

*It is not given to many to witness the strange, romantic ceremonies in which the furred and feathered creatures of our land indulge at this time of the year, the time when all the animal world goes a-courting.*

*Mortimer Batten gives below an account of some of these fantastic wooings, written from personal observation.*

SPRING had come, by the calendar if not in fact. The country around was rolling moorland, dotted with pine and patches of evergreen forest. Snow still filled the hollows, and a cold wind blew. Yet there was a taste of spring in the air, and the lapwings screaming and tumbling overhead conveyed a seasonable atmosphere. Suddenly the man ahead held up one hand, then pointed across the heather and reined in his horse. I drew up alongside him.

"See that?—a vixen!" said he.

She was running along the bottom of a hollow in that peculiarly effortless manner characteristic of the foxes, and as we watched she mounted a banking and looked back the way she had come. A moment she stood there in an attitude of alert watchfulness; then, with a bored and irritated expression, she dropped back into the hollow and passed from view into the larch planting near.

"Watch!" said my companion, to whom twenty years with the hounds had brought familiarity with the ways of Reynard. "We're going to see something worth while."

We watched, and a minute later saw the vixen leaving the planting by the side she had entered, and having again surveyed the landscape, she ran along a leaning tree-trunk till she gained the thicket of branches at the top of it. Here she turned back, retracing her steps down the trunk; then she leapt to the top of a fence post. She alighted with all fours neatly packed on a space no larger than a saucer, and we heard the "ping" of the rusty wire; next moment she had dropped to earth, and running under the fence, immediately passed from view.

Scarcely was she gone when another fox appeared along the hollow where first we had seen her, running with his nose to the ground like a sleuth-hound. He reached the point at which the vixen had mounted the bank, checked a moment, then stopping suddenly he faced about. As he did so, his brush jerked violently into the air in a most extraordinary manner; then he made one or two quick sweeps with it from left to right, and charged back, uttering a curious, tremulous snarl, which trailed off into a whine. We then saw a third fox

following behind him, and for a moment the two circled round each other, lashing their tails and leering, but making no attempt to close. Then one of them again took up the trail of the vixen, and they both ran on into the planting, to reappear where the vixen had appeared, running along the prostrate tree which overhung the wire fence. Both of them ran to the extreme end of it, then dropped into the heather, where they began to quarter the ground like setters.

But the vixen had fooled them properly, fooled them by the old trick of doubling back, then breaking her scent line, and when a gust of wind eventually betrayed our presence, the two suitors were far enough from the line the vixen had taken. All this happened on the moors two or three miles from Hutton-le-Hole.

So the fox pursues his bride elect over hill and dale, from heather to beech wood, till she, becoming tired of being chased, and perhaps admiring his ardor, regards him more favorably. Her nips turn to caresses, and they run flank to flank through the dews of dawn while tired-eyed citizens are still in bed.

There is a wonderful romance and mystery in Nature's courtships, for among the wild birds and beasts, as among ourselves, it is the part of the lady to be coy, indifferent, even cruel; it is the part of her lord to endure all and yet to press his suit till he wins favor. For everything in the world of men and women there is an exact counterpart in the Wild, but many of Nature's courtships are hidden by the kindly shadows we cannot penetrate.

The courtship of the fox is specially curious, and observers have described a peculiar ceremony of the race. Choosing a high, open place, the dog foxes meet when the moon is bright, and proceed to walk in circles, with tails rigidly erect, while one, then another, points its nose to the sky and utters a sharp "yap-yap-yarr"—the love song of the lonesome bachelor fox the world over.

Seemingly they meet thus only to disagree, for soon the yaps turn to growls and snarls, and the whole ceremony is more than likely to end as a free fight. I have never known two foxes of the same sex to meet otherwise than with

feelings of deadly enmity towards each other.

The vixen in the spring of the year has a truly unearthly screech which more than once has terrified human hearers, for it is among the most evil and vicious sounds in all wild Nature.

The courtship of birds is, as a rule, picturesque and pleasing to watch—for instance, that of the red-backed shrike or butcherbird, who ever and anon sweeps under his mate to show off to its full splendor the gay plumage of his upper parts.

Partridges are famous for the prettiness of their courtship, and while winter still holds the wild country, there is no prettier sight than that afforded by a couple of these birds—the male offering every dainty he finds to the hen bird, while she coyly turns her head this way and that, and assumes an air of indifference. Or again, they sit shoulder to shoulder, at intervals rubbing their heads together, or leaning sentimentally one against the other. Love-birds are pretty in their affection for one another, but among all our wild birds, I think the courtship of the partridge is the most refreshing to watch.

Even among the feathered folk we have one or two gladiators and knights errant. Take, for example, the magnificent black grouse or blackcock, once numerous in the pine forests about London, and existing until quite recently in the famous Hampshire woods. Now the blackcock is gone from the flat country, but there are a few packs in the Lake District, and throughout Scotland they are numerous.

Their courtship is a most spirited affair. The rival knights have certain appointed meeting places, where they meet at the approach of daybreak throughout the spring. Some of these tournament grounds, or licks, are believed to be centuries old, the blackcock meeting season after season at the same recognized spot. Here there is a boulder or a dead tree-trunk which the bolder spirit mounts, spreading his handsome forked tail, his crimson eye-wattles inflamed, his wings scraping the ground like a turkey-cock, while his curious chortling note—the call for the ladies to come and see the show—rings far and wide.



So he proclaims himself king of the castle, till another intrepid knight accepts the challenge, mounts alongside him, and there follows the biff of spurs and the clatter of wings, till finally one is forced to descend, leaving the victor in possession. Yet another mounts, and so on, while the onlookers engage in lively contests of their own, and meantime the grey hens—the fair ladies—are creeping in the ling, pretending to be in no way interested. Thus all the wives are pooled, as it were, and the cock which can knock all the other cocks off the castle wins the pool. From late winter on into the summer these tournament grounds of the blackgame are in full swing, often strewn with feathers, while not uncommonly spots of crimson mark the trodden area.

The March hare is proverbial for his madness, and his madness is the madness of the Love Moon, for hares, like the black grouse and the foxes, have their appointed trysting places, to which they adjourn when night is dark. If you know the ways of these whimsical creatures sufficiently well, if you have the patience to hide and watch and wait, one of the strangest courtship scenes in Nature may be your reward.

The hare is a solitary beast. From the day that he leaves his mother as a half grown leveret, till the day that he falls by hound or snare, he looks to his own kind for not one single favor. His own speedy limbs are his only friend, and if you flush two hares side by side, they will go their respective ways, each indifferent to the choice of the other. No wild creature we have is more pathetically solitary than the hare; none is so independently indifferent to the leadership of its fellow creatures, which makes these springtime meetings of theirs all the more curious.

When the moon rides high, and the fleeting clouds race each other across the skies of March or April, I have seen twenty or thirty hares assembled in one small corner between the woods, some standing up on their hind legs and boxing each other's ears a resounding clatter; others running in idle circles, others crouching nose to nose or tail to tail, a strange interlacement of moving shadows blending and criss-crossing, till one cannot follow their movements clearly; but one knows this—that it is a love meeting, and that with the dawn the general chaos will have sorted itself out, and that from the discord and strife happy unions will have sprung.

All over the country the hares have these meeting places, and are to be seen about them in broad daylight as well as by night—though not in the same numbers. The meeting of the mountain hares among the snows of the great heights is even stranger, for they meet

at all seasons, frost or storm, rain or wind, to indulge in their fantastic gambols, leaping from drift to drift and over the icy ledges, indifferent even to the presence of their lifelong foe, the mountain fox. And during these orgies the foxes walk into their midst to kill and to bury and to kill.

The skies, too, are certainly worth watching when the visibility is good, for at such times the feathered aeronauts perform their finest stunts. Motoring over a high ridge near Scarborough on such an ideal day, I chanced to look up, and overhead, probably 2,000 feet above, I saw two darting specks—so high and small that they would have escaped the eyes of any save one on the look-out for bird life. But, having discerned them, I watched some of the finest stunt flying I have ever witnessed. At that distance, the birds looked like swifts, but I am fairly sure that they were merlin hawks, though such acrobatics on the part of the merlin were quite new to me. Wheeling and criss-crossing, they rose and fell, travelling at prodigious speed, now east, now west, now the merest specks far off, now overhead, constantly looping the loop round and about each other, while as they banked and darted and plunged, their plumage flashed like burnished copper in the sunbeams. As an example of the blithe, joyous freedom of the air, it was refreshing and inspiring for a poor earth-bound pilgrim to watch them.

Just as entrancing is it to see crows and ravens teaching their young to fly, the parents encouraging the chicks to mount higher and higher, while throughout the interest is kept up by the feather or stick father or mother carries crosswise in his beak, at intervals letting it fall, when all dive after it.

Among the most impressive courtships is that of the peregrine falcon, whose mastery of the air is supreme. He corkscrews and pinwheels up into the sun till he hangs like a speck above the great sea cliff where his lady love sits. There he flutters on vibrating wings, uttering his wild, shrill "Kee-kee-kutter-kee-kee." He looks like a skylark aloft and alone above the screaming rabble of sea birds, while his mate on her dizzy pinnacle preens her feathers and pretends not to be watching the performance—a performance at which we poor earth-born people are marvelling.

Then suddenly he, the speck in the blue, closes his wings, and down he comes like a thunder-bolt. For a moment it seems that he will shatter himself and her into lifeless pulp, yet she rises to meet him. One hears the clatter and swish of pinion feathers, and they meet in mid-air in the lightest of butterfly kisses. Still down he goes,

flashing as he turns, plunging seaward through the thousand thousand gulls which fill the air like silver confetti, then up—! Up and away, in gigantic, mile-eating bounds, while a herring gull tries to sit on his tail and is left behind, as a racing automobile might leave a motor lorry. Up and away and aloft and alone once more, and one's heart is glad as one sees him, for here is the most marvellous little flying machine Nature has created in the form of a living creature.

Such are some of Nature's ways of making love, ways which by comparison render the courtship of mankind tame and half-hearted. If I had to pursue my lady through the dripping woods and over the cold drifts, to fight off my rivals by heft of boot and weight of fist, if I could wheel in the uppermost light, then plunge earthwards in one breathless, dizzy sweep, surely the golden season of life would be the brighter?

In Nature each and every one is weighed in the scales, the fittest for the fair, and if such conditions prevailed among ourselves life would perhaps be more sporting and manly. But what an excellent police force we should need!

#### CANCER INCREASE ALARMS BRITAIN

##### 16 Per Cent. of United Kingdom's Deaths Last Year Attributed to Disease

Perhaps the most disquieting fact revealed by the registrar-general's statistical review for 1924, according to a special article in the Manchester Guardian, is that relating to the continued increase of mortality from cancer. Of the 473,235 deaths registered last year, no fewer than 50,389 or nearly 16 per cent., were certified as due to malignant disease in its various forms. Not only is this the greatest number of deaths from cancer in any single year, but the rate, 1,297 per million living, is the highest ever recorded. While in the course of forty years the general death-rate has fallen from 18.9 per 1,000 to 12.2 or by 35 per cent, the death-rate from cancer has increased from 563 per million to 1,297, or by over 130 per cent. Of the fifty odd thousand who died from cancer last year, only 4,552 were under 45 years of age. That is to say, that among those under 45 years of age, constituting some 73 per cent of the population, only 9 per cent of the deaths from cancer occurred while 91 per cent occurred in the 25 per cent., aged 45 and upwards. The risk of dying of cancer was therefore thirty times as great for those past 45 years as it was for those who had not yet attained to that age.



## DWELLERS IN THE LAND OF THE KAYAK AND THE IGLOO



Eskimo babies, though perhaps lacking the dainty outfits of fairer skinned infants, are none the less dimpled and bright-eyed, as this son of the northland shows. His mother is Nyla, wife of Nanook, the famous Eskimo chief.



Kyanki is an Eskimo girl who has become an efficient servant at one of the trading posts. She is seen wearing a suit of caribou hide with the "fuzzy" side in. If these photographs may be taken as an indication, the bobbed-hair bug has not yet penetrated to the land of the Husky.





# North of the Tree Belt with the Huskies

*Former business associate of a resident of Hudson, Que., tells of life as an inspector for one of Canada's big fur companies. Grim land of snow and ice has amazing fascination for those who remain to cultivate its acquaintance.*

Written for "Canadian Railroader", by LOIS I. STEPHENSON

"Then every star shall sing to me  
Its song of liberty;  
And every morn shall bring to me  
Its mandate to be free.  
In every throbbing vein of me  
I'll feel the vast earth-call:  
O body, heart and brain of me,  
Praise Him who made it all."

SO sings Robert W. Service, whose love for the great spaces of the north have inspired the verses which, though perhaps a bit rough and unpolished at times, in every line breathe the spirit of the land where a man's a man and life is lived without the veneer of pretence.

The individual whose income materializes amid an atmosphere of limousines, luxurious offices and exclusive clubs fails to comprehend the mentality of the person who voluntarily exchanges these products of twentieth century civilization for the Spartan privations of a land where primitive conditions still exist. Yet they'll tell you, these men of the blizzards and snow-fields, that after a few years spent in the north the dazzling lights of the big city fade out of the picture and one's ears become attuned to catch the faint notes of "frozen music" and the exquisite call of silence in the realm of the Eskimo.

"Once you've lived there you would never be content to remain in town again," said someone who has spent twenty years in a district not far removed from the land of the midnight sun. A former business associate of a resident of Hudson, Que., this man, who for two decades has faced dangers and hardships as an inspector for one of Canada's big fur companies, talks of his work in the matter-of-fact, unassuming manner of those to whom high adventure is but a part of the day's programme.

"I mostly remain in the north for two-year periods, arriving in Montreal in October and going back in January," he said, in the course of a chat with a representative of the "Canadian Railroader." "We travel by rail to Island Falls Junction, which is the end of steel, being 44 miles north of Cochrane. Here we are met by a couple of Indians, each with a team of dogs and a toboggan, who transport the mail to the trading-post. There are only four mails a year," he said; "any other letters which we may receive over and above this are merely incidental

to someone's unexpected arrival among us."

"Why, at that rate, Montreal might be blown to fragments and you wouldn't know the difference until months afterwards," interjected the interviewer, with horror in her voice.

"Oh, well, of course, an event of that kind," coolly responded the intrepid one, "would always be communicated by radio."

"Well, I sincerely hope you don't receive the communication," he was told.

## 136 Miles on Snowshoes

The railway journey over, next begins the long hike on snowshoes across the 136 miles to the company's trading post. This trip takes from six to nine days, according to weather and snow conditions, the mercury often hovering in the vicinity of 40 below. A day's tramp usually covers between 18 and 20 miles.

There are 16 trading posts in the vicinity of James' Bay and Hudson Bay and 32 stores of general merchandise. Here, as in the early days of the country's history (which, incidentally, have occasioned young Canada so many heart-breaking after-school sessions in the course of its pursuit of knowledge), the Indians congregate with their pelts. Then begins the age-old barter between the red man and the white—the exchange of the products of the wild for the commodities of present-day civilization, sent on from the big city. Flour, tea, sugar, jams, fancy biscuits and other foods are in constant demand. Liquor, of course, is not handled at all.

"The Indians, by the way, never go north of the tree belt," said the inspector.

"Why?"

"Because a redskin will not go where he can't make a fire. The Eskimo, on the other hand, is practically never south of the tree belt. Consequently, his chances for hunting are much poorer than those of the Indian. While the latter numbers silver, red, blue and cross fox, as well as marten, ermine, fisher, beaver, bear and wolf in his haul, the husky, as he is called in his own part of the world, is able to catch little but white foxes and a few of the blue variety. This means that the Indian is able to make much more extensive purchases at the stores than is the Eskimo, although the tastes of the

latter have not as yet been cultivated to the point of craving for the dainties which tickle the palate of the white man.

"And we are not anxious that they should," remarked the inspector. "Were they to form a liking for fare of this description their money would be spent much too lavishly." Gum, however, has won its way into the hearts, as well as the mouths, of the northern folk, so much so that when the supply of this commodity becomes depleted a "chew" is passed round from one to the other as general property. The husky has also fallen a hopeless victim to the wiles of Milady Nicotine. As evidence of his devotion to this fair soother of masculine (and feminine) nerves Mr. Eskimo eats his pipe when his tobacco gives out. "And it doesn't seem to upset him," remarked the inspector.

## A "Raw" Menu

Life in a snow house has its compensations as well as its restrictions. For instance, in a domicile, the temperature of which is always necessarily at freezing point, the Eskimo housewife has little occasion to rack her brain in trying to unravel the dark mysteries of the culinary art. Huskies eat their food raw. What models of gastronomic wisdom to Anglo-Saxons who are repeatedly having it dinned into their ears by a disgusted medical profession that they are deliberately calling down death and destruction upon their heads by overcooking their victuals! Eskimo maids however, are commonly seen at the various posts where they eventually become efficient cooks and capable servants. During the brief summer period, of course, the igloos, or snow houses, which are built about six feet high, are replaced by canvas tents.

Raw seal, a rather flat tasting meat, is one of the chief articles of diet among the northerners, who are especially fond of the fat of these animals. The oil is used as lamp-fuel, and the hair, after being dyed, ultimately becomes the material from which policemen's caps are made. Salmon trout also figures quite prominently on the menu.

Seal, being simple, unwary animals, are easily harpooned as they lie basking on ice slabs. Walrus also fall victims to this death-dealing weapon, but are not characterized by the peaceful, unsuspecting nature of the former. The





Nanook, the Eskimo chief, one of the most highly respected among his countrymen in the far north, is here seen building his igloo at Port Harrison, Ont.

tusks, being of a poor quality of ivory, are of little value when removed from the animal, but prove formidable weapons of defence in the throes of a harpooning onslaught. Indiscreet, indeed, is the man who ventures forth inadequately equipped to do battle with these doughty mammals of the sea. A full-grown bull walrus, often weighing as much as two tons, has little difficulty in disposing of his attackers, temporarily, at least, by hooking his tusks over the side of their boat and swamping it. Walrus hunting on a large scale is carried on by use of big whale boats, the white men employing Eskimo assistants to round up the animals which are then harpooned or shot between the eyes.

Built of skin or walrus hide, over a wooden framework, the husky's kayak, or boat for utility purposes, is constructed with a depression in the centre in which the owner stands while harpooning. As for his pleasure craft, it is light as an egg-shell and none but himself has acquired the art of maintaining his balance in it.

#### Contempt for the Familiar

The saying that one holds of little account that with which one is in intimate contact, is true of the Eskimo lady who dresses in a costume of drab looking deerskin while the luxurious fox pelts procured by her good man are bartered for tea and gum, and eventually arrive to adorn the fair shoulders of Milady in the big city. Attired practically like her husband, Mrs. Husky has no fear of cold, however low the mercury may drop. In winter her outfit consists of two suits of caribou, the under one with the hair

next the body and the upper one with the "fuzzy" side out. A capot, or fur hood, adorns her head and her feet are encased in sealskin boots which are waterproof.

Whatever might be the Eskimo woman's ideal of sanitation were her lot cast amid other than frigid surroundings, it is difficult to say. According to authentic reports, however, she has apparently become so resigned to the impossibility of indulging in winter ablutions, owing to the complete absence of water, that when cold weather passes and summer arrives she is by no means eager to make up for lost time in the matter of washing.

"Eskimo don't trouble to bathe in winter," the inspector remarked laconically. "It is only the very small babies who are washed."

"You never hear of an old husky; the strenuous life he leads, by being constantly exposed to severe weather conditions, tends to shorten his days. Practically never intermarrying with the Indians, he rarely speaks any but his own language, and if once insulted he never forgets the injury. A red skin may be led to mollify his wrath by being made the recipient of a gift. Not so the Eskimo. He carries his grudge to the end."

#### Red Skins Take Life Easy.

Leading a less strenuous life than that of his northern neighbor, the Indian consequently lives to a greater age. "Apart from his enthusiasm for hunting, he is lazy," the inspector said. Domestic conventions to which the white race is accustomed are reversed in the realm of the red. Milord of the wigwam considers it beneath his dignity to chop wood for the fire or snare rabbits for the stew. On the other hand, hubby cooks his own meal while his better half watches him do it.

The gregarious instinct attributed to the human animal is highly developed in the Indians, who live virtually in masses. "In a tent, measuring about 40 x 25 feet, I once counted 70 people," said the inspector. "One of the inmates is supposed to be the oldest inhabitant in that part of the country, no one knowing her exact age. If she actually recalls all the events she related to us she must be well over a hundred. Her son is an old man



Here is a hunting sleigh beside an igloo, perched on the water's edge, as these quaint habitations always are. Nearby will be noticed one of the intrepid Eskimo dogs.



with a grey beard reaching down to his waist."

Indian feminine dress resembles that of a woman on the farm, with the exception of the shawl. Wearing deer hide moccasins in winter, the squaw usually dons boots from the store in summer, and if she happens to be in financial straits her papoose is dressed in rabbit skins.

Intrepid Anglican and Catholic missionaries, who live in wooden houses equipped with stoves, attend to the spiritual needs of the folk in the north, holding two services a day during the week in summer and three on Sunday, with services also in the winter season. There are two Anglican schools and one Catholic school at James' Bay, though the greater number of Indians and Eskimos are educated.

#### When the Colony is en fête

The great occasion of the year occurs when everyone congregates at the nearest post and takes part in the big dance held on New Year's Day. What may be lacking with regard to grace of movement and modishness of figure is amply compensated for by the feeling of good fellowship and the air of delightful abandon which prevail.

Upon such occasions the ordinary square dance, a sort of corruption of the Scottish reel, supposedly an echo of an early importation by folk from the land of the heather, is "de rigueur," while the waltz is patronized now and again by way of variety. As for the musical part of the programme, "The Merry Widow" and other song hits burrowed out of the hoary past are highly favored, while an Indian, with possibly more admiration

for the art of St. Cecilia than knowledge of its technique, jerks out the notes on a squeaky violin or the ubiquitous gramophone bawls a machine-like repertoire. Radio, which arrived in the north two years ago, is still suffering from man's characteristic chariness of the novel, according to the inspector. Though wireless music repeatedly floats into the district, it has so far failed to claim even so much as the slightest recognition, the natives persisting in considering it a species of gramophone.

Further evidence of the inroads of progress are afforded by the fact that last autumn the inspector, on his return

to Montreal, travelled by seaplane from Moose Factory to Remi Lake, headquarters of the Ontario Government planes, a distance of 180 miles, in two hours and fifteen minutes. This trip formerly meant a nine-day tussle by canoe.

#### Nature's Recompense

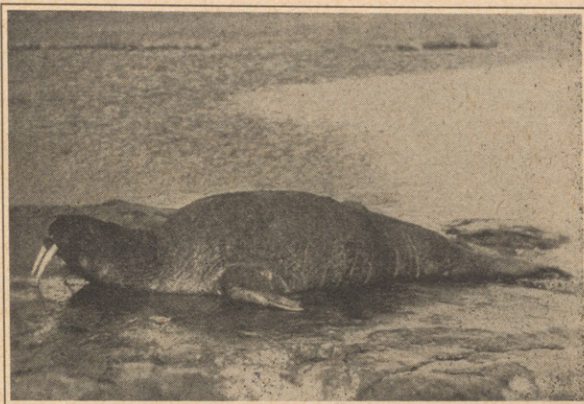
Life has its compensations, somebody has said, and so one concludes after listening to the conversation of one of these sojourners in the north. In that grim land where so much that the modern world is pleased to call beauty and comfort is lacking, Nature herself provides scenes of such passing splendor as only those who have witnessed them can believe. The northern lights, which the Indian says are caused by the reflection of sunshine on icebergs in the Arctic regions, are inconceivably magnificent, stated the inspector, and so vivid that one can actually hear them. "They make a kind of swishing sound," he said.

Service was filled with the uncanny beauty of this wonder of the heavens when he sang:

"Oh, it was wild and weird and wan, and  
ever in camp o' nights  
We would watch and watch the silver  
dance of the mystic Northern Lights.  
And soft they danced from the polar  
sky, and swept in a primrose haze;  
And swift they pranced with their silver  
feet, and pierced with a blinding blaze.  
They danced a cotillion in the sky; they  
were rose and silver shod;  
It was not good for the eyes of man—  
'twas a sight for the eyes of God."

#### Where Men are Brothers

Furthermore, it often happens that the spirit of brotherhood is strongest in



This male walrus has fought his last battle with man the plunderer. He has been harpooned and lies dead on the shores of Hudson Strait.



Nanook, in his kayak. The craft is constructed of a light framework of wood, covered with skin or walrus hide.



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those far-flung lands where man-made conventions go by the board and life is lived amid stark reality. At all events, there is another side to the Eskimo besides the grim, stoical one usually attributed to him—a side that is loyal and brave and true—a side that has provided a series of incidents which have run like a golden thread through the sombre fabric of life in that desolate place, imbuing it with an epic grandeur, born of the great love of man for his fellow, whatever may be the color of his skin.

An incident expressive of this attitude occurred one bitterly cold day, when a moving-picture photographer, along with Nanook, chief of a husky tribe, was taking pictures for "Nanook of the North," the great film of Eskimo life, produced in Montreal a few years ago. In the course of operations the photographer's feet began to freeze. Nanook realized his companion's danger immediately and, opening his tunic, insisted upon placing the white man's feet against his warm flesh.

There is a story, too, of a Scottish lad who accidentally shot himself and of a French-Canadian who nursed him for three long weeks, afterwards bringing him 230 weary miles by sled to the hospital at Cochrane, whence he was eventually sent to complete his recovery in Montreal.

Such are the tales of men who do the splendid thing, and, having done it, think nothing of the deed. Theirs is the calibre of that of the United States sea captain, whose name was proclaimed throughout the length and breadth of England recently for having saved the entire crew

of a British freighter after a four-day battle in the teeth of an Atlantic blizzard, and at the expense of the lives of two of his own men. "We did only what any sailor would do for another," he said, when the wife of the rescued captain weepingly attempted to voice her gratitude. "It was just our luck to be there."

Such incidents help to interpret the spirit of the north to those who live among the crowded ways of life, and explain the staunch feeling of loyalty to their fellow workers experienced by the men who have spent years among its hardships.

Service, no doubt, had thoughts like these in mind, when, in pensive mood, he penned his envoi to "Ballads of a Cheekako":

"And if, perchance, you hear the silence calling,  
 The frozen music of star-yearning heights,  
 Or, dreaming, see the seines of silver trawling  
 Across the sky's abyss on vasty nights.  
 You may recall that sweep of savage splendor,  
 That land that measures each man at his worth,  
 And feel in memory, half fierce, half tender,  
 The brotherhood of men that know the North."

Cinema cars, to run in express trains, have been approved by the Czecho-Slovak Ministry of Railroads. The cars will accommodate 75 persons and the films screened will deal mainly with industries and other features of the country.

The highest point in America reached by a standard gauge railroad is said to lie east of Corona, Colorado, on the D. & S. L. at a height of 11,500 feet.

An eastern electric railway line, it is said, will take over a branch line of two steam railroads in its vicinity, passenger service of which has long been discontinued because of the falling off in traffic.

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# The Immigration Question

By E. L. CHICANOT

**S**PEAKING not long ago before the Associated Boards of Trade at Winnipeg, Mr. E. W. Beatty said, "There is one thing which all Canadians can unite upon, no matter what their political complexions may be and no matter what their avocations in life or their commercial ambitions may be, and that is the need of strengthening the country in man power as quickly and as surely as possible. The need is imperative both east and west and in all provinces." Such a statement is significant in a consideration of its source, but doubly so because it is a reiteration of what is being said by every leader in Canadian life at the present time. There is a universal recognition on the part of all those public men who have made it their business to delve deeply into the national problems of the Dominion, that the one sound and permanent remedy for them all lies in the development of a greater population.

It has been interesting and illuminating in the years which have elapsed since the Armistice to note the manner in which views upon the question of immigration have swung round to a virtual unanimity. Prior to the outbreak of hostilities the Canadian public, so far as its interest and sympathy went, was largely indifferent to immigration. It simply did not bother greatly about it but left the matter to the Government and railways, to whom it seemed to properly belong. Immigration became a topic of imminence and a public issue after the war, when it was realized that the stream which had been pouring so voluminously up to 1924 had become a mere trickle. Two firmly opinionated sides developed, on the one hand those who held that a freshly stimulated movement would solve the many problems facing Canada, and on the other those convinced that immigration would but accentuate them and urged the utmost care and conservatism in dealing with the question.

The years since 1919 which have seen the gradual emersion of the Dominion from the economic slough in which post-war conditions flung her have also witnessed the gradual conversion of the second section to the views of the first. It has been a slow process, as any radical revolution of opinion is bound to be, but is on this account the more thorough and complete. Today it is difficult to find an intelligent student of the question who opposes the broad issues of immigration. There has been a general study

of the question which has brought about a practical unity of opinion.

Thought devoted to the question has given people an altogether different idea of immigration. They have come to acquire a human viewpoint, and to take the question out of one of mere statistics. They see the immigrant not as a digit added to Canadian population but as a human being who has torn himself up from his home, a home perhaps centuries old, and come full of hope to build a new one. They see him as an individual in particularly distressing and unfamiliar circumstances of whom anything can be made with the right treatment. They have come to appreciate that the immigrant is not the concern of the Government and railways alone, but of his neighbors, to be welcomed, encouraged and helped.

Out of such realization has sprung action. There is today a more or less concerted effort on the part of the people of the Dominion to secure fresh population. The matter of a movement is no longer left entirely to the Government and the railroads, but organizations and societies of every nature, political, fraternal and religious, are working energetically in co-operation to move people they find specially desirable to the Dominion. Immigration is becoming a matter of a myriad small flows, each carefully supervised and encouraged. Some very excellent machinery has been developed and splendid work is being done. As far as the Dominion is concerned, much has been accomplished in preparation for the new era in immigration of the dawning of which the situation in many countries abroad gives every indication.

Though certain special settlement movements effected in the period call for approval, immigration on the whole during the post-war years has been at a low ebb and decidedly depressing. It has been a period of hard economic struggle in Canada and disturbed conditions abroad. Canadian immigration was in a steady ascendancy when the outbreak of the war upset all calculations. In 1913 the popular movement to the Dominion reached its peak when 402,432 new citizens were added to Dominion population. In the fiscal year 1919, the first post-war year, Canada received only 57,702 immigrants; in 1920, 117,336; in 1921, 148,477; in 1922, 89,999; in 1923, 72,887; in 1924, 148,560; and in 1925, 111,362. Of the latter figure, 53,178 were British; 15,818 from the United States; and 42,366 from other countries. For the first

seven months of the present fiscal year the Dominion movement totalled 64,739, of whom 27,939 were British; 12,703 from the United States and 24,147 from other countries. An analysis of the movement from the British Isles shows that 14,608 immigrants were English; 4,556 Irish; 8,044 Scottish; and 731 Welsh.

The immigration movement affecting Canada, in its separate and distinct problems and tendencies, may be divided roughly into British, United States, Northern European and expatriated Canadians returning from the United States. A generally satisfactory flow from one direction is usually offset by sluggish trickles from others, and seldom has it been the experience that all pour voluminously and beneficially into Canada at the one time. Whilst none has been really gratifying in the past year, or indeed since the war, Canada faces the prospect at the present time of a distinct improvement in each one of them, and a general benefitting from all directions.

Regarded in a purely material way, the movement from the United States is the most valuable, since it is largely a movement from farm to farm, one of rapid assimilation and immediate economic production. Whether the flow be small or large, it is almost purely agricultural, and the extent to which it might benefit Canada may be gathered from the fact that in 1913 a peak of 139,009 immigrants from the United States were added to Canada. Agricultural conditions which have prevailed in the Republic since the termination of the war have worked against the possibility of farm owners liquidating or tenant farmers getting sufficiently ahead to permit them to make a contemplated move northwards. The improvement in the price of farm products in the United States in the past two years, however, has considerably improved their position and brought them nearer the taking of the desired step. The year 1925 saw a greater actual movement of United States farmers into the Canadian West, but was more significant in the marked reawakening of interest, the pertinent inquiry, and personal visit, which must inevitably bear fruit in the immediate future in an agrarian movement from across the line.

Various factors combine to justify the expectation of a greater influx of people from the British Isles. The favorable harvest concluded is having its effect in the encouraging tone of letters going



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home to friends, which are a distinct influence in a movement from the homeland. The satisfactory settlement of the first contingent of British families placed on Government farms cannot but have a good effect. The cheap rates which came into effect on January 1st, between United Kingdom parts and Canadian destinations, have been hailed in England as the greatest step taken for the encouragement of settlers in the Dominion since the war, and whilst applying in the main to experienced agriculturalists and household workers, mark in a pronounced manner the desire of the Imperial Government to effect the Canadian settlement of such of its surplus population as Canada can assimilate. The agreement concluded between the Canadian railways and the Federal Government with regard to continental immigration, is having the effect of focusing attention in Britain to the effort Canada is making to add to its agricultural population and carries with it a suggestion of disappointment with the present British quota. This has unquestionably acted as a stimulus and will continue to do so.

This agreement referred to, giving the railroads authority to issue permits and select immigrants, facilitating the process of a continental movement narrows continental immigration down very largely to a process of selection on the part of the agents of the railroads. There is absolutely no question of availability and these new people will be introduced to Canada in quite a different way, being guided through well organized farm labor services into channels where most urgently needed and immediately assimilable. It should present no problem to the Dom-

inion whatsoever, but work an unqualified benefit.

One of the most gratifying tendencies in a consideration of Canada's endeavors to build up a more adequate population is that of a return on an even more substantial scale of citizens who have been lost in the past to the United States, with at the same time a decided stemming of the hemorrhage which has been flowing for so long. The annual report for the last fiscal year of the Commissioner General of Immigration of the United States shows that Canadian emigration to the United States has been cut in half, whilst the figures of the

Canadian Department of Immigration and Colonization show that something like 70,000 Canadians who had gone to the United States, declaring their intention of making permanent residence there, and having been away more than six months, returned to the Dominion since April, 1924, when the Department commenced to keep these records.

The Babson Statistical Bureau, which has recently paid Canada the compliment of devoting considerable attention to Dominion conditions, stated at the end of 1925: "The statistical position of Canada is such that a new foundation is completed on which a new era may be built." This is as true of immigration as anything else. The movement will differ largely from that which has prevailed in the past as new methods have been devised to meet altered conditions. Largely it will consist of a series of group movements with each immigrant adequately welcomed, supervised, and aided on to success. Behind the movement will be the sympathetic force of the Canadian people with a just appreciation and estimation of the value of the immigrant as a national asset.

The first steam engine patented by the Earl of Worcester in 1660 was described as "a stupendous or water-commanding engine."

Ninety-five buses are scheduled between Austin and San Antonio, Texas. Competition has brought fares down to one dollar. There is no state law regulating the lines. Steam railroad fare over the same route is \$2.75.

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ALFRED MacGOWAN  
Secretary-Treasurer, W. E. A. of Ontario.



W. J. DUNLOP, B.A.  
Representing the University of Toronto.



R. M. SCOTT,  
President W. E. A. of Ontario, 1925-26.

## The Workers' Educational Association of Ontario

### What It Is, Does and Needs

By ALFRED MACGOWAN, *Member of the International Typographical Union, No. 91, Toronto, Ont., and Secretary-Treasurer of the Workers' Educational Association of Ontario.*

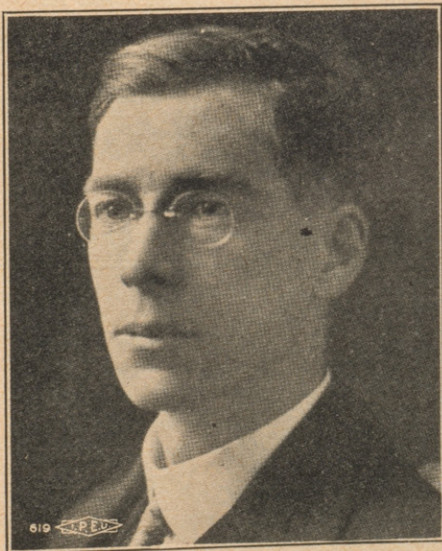
EVERYONE admits that Democracy can triumph only by making education accessible to the mass of the people. How, indeed, could it be otherwise? If men and women are to be free citizens in a free state, they must control educational policy and write their ideals upon every educational institution.

That is why the workers in the day of their strength must assert the right of the whole people to have access to the best that the educational system of the country can offer. That is why the Workers' Educational Association asks that the universities should be thrown open to the workers. It is difficult at present for the workers to go to the university, but they believe that the university should be brought to the workers; and it is only fair to say that, in Canada at least, the universities have shown the greatest willingness to come to the workers.

The Workers' Educational Association has been in existence in Canada for eight years and was commenced in Toronto by a few enthusiastic trade unionists and several professors from the University of Toronto in April, 1918. The first president chosen was Mr. James Richards, a member of the International Plumbers' and Steamfitters' Union, No. 46, and the secretary, Mr. James H. H. Ballantyne, a member at that time of

the Amalgamated Society of Engineers and now Deputy Minister of Labor for Ontario.

The first session for study started in October, 1918, and proved very satisfactory. The efforts made and the results attained, however, are a guarantee that this educational movement for the cultivation of a higher citizenship among both men and women has taken firm root and that its further growth and influence are assured.



PROF. R. M. MACIVER, M.A.,  
President of Toronto W. E. A.

#### Democratising Education

To democratise education is the work not of eight years but of a generation. Let us see, however, what it has already accomplished. In the year 1920 it established classes in Ottawa with a membership of over 100 students, following this up with classes in Hamilton where at the present time there are eight classes with 271 students enrolled. In Brantford there are two classes, in Galt one class and in Windsor, two classes. The president of the Workers' Educational Association of Ontario this year is Mr. R. M. Scott, vice-president of Windsor Trades and Labor Council and Secretary of the Windsor Local Union of International Machinists. In Toronto there are eighteen classes with a student membership in the neighborhood of five hundred.

From the commencement the Toronto Trades and Labor Council has taken an active part in the Association and has been represented on the Council by one of its members as well as shown its appreciation of the work being done by contributing financially as funds permitted. The Association's work has also been recognized by the National Council of Education and approved by resolution at its conference in Toronto, in the year 1922. The Executive Council of the Trades Congress of Canada in the year 1923 wrote, approving of the



work of the W.E.A. in Ontario and since that time has given every indication of its interest in the movement for adult education for the workingmen and women of this province. At the Dominion Trades Congress at Ottawa last year the following resolutions were proposed and carried:

Whereas, it is in the best interests of organized labor that the members of the trades unions should take the fullest possible advantage of educational opportunities offered them, and

Whereas, the Workers' Educational Association of Ontario has been for some years conducting classes in university subjects for the special benefit of working men and women, and

Whereas, similar organizations may from time to time be established in the other provinces of Canada for the same purpose, when organized labor signifies its willingness to make use of such classes, as has already been done in connection with the University of Toronto, the University of Alberta, Western University of London, Ontario, and the Vocational Board of New Brunswick, and

Whereas, the Workers' Educational Association of Ontario has asked for the approval of its work by the Trades and Labor Congress of Canada to appoint a representative on its Executive Council, and similar organizations, having secured the co-operation of other Canadian universities, in other parts of the Dominion may make similar requests in future,

Therefore, be it resolved that the Trades and Labor Congress of Canada do approve of the educational facilities offered by the Workers' Educational Association of Ontario, do urge local trades unions to affiliate with this and similar organizations, and do appoint a representative to act as a member of the Executive Council of the Workers' Educational Association of Ontario.

#### Report of Committee

During the year 1923 the select committee of the Ontario Legislature, ap-

pointed to inquire into the administration and organization of the University of Toronto, said, in part: "The effort made to bring the advantages of higher education to those who cannot attend the regular sessions of a university constitutes an appealing aim to the support of those who, by reason of age or financial circumstances, are unable to take the usual college course. There is now no reason why systematic education under skilled direction should cease with adolescence. It is in the Extension Department that the University joins hands with the Workers' Educational Association in meeting the demand of the workers for higher educational facilities. Adequate financial assistance should be granted by the Government for carrying on this important work, which the Committee most heartily commends.

"It is urged in a memorandum presented by the Toronto District Labor Council that labor should be given representation on the Board of Governors and the Senate, in the belief that such representation would bring the university and the people into closer sympathetic touch.

"The Committee was greatly impressed by the valuable work which is being carried on by an off-shoot of the labor organization, namely, the Workers' Educational Association, in, as they themselves put it, 'bridging the gap' between the universities and the workers. The Committee desires to compliment the Workers' Educational Association on the progress it has made. The Committee recognize in this work the basis of a claim by the representatives of labor for a voice in the administration of university affairs.

"It is recommended that the question be kept under consideration by the Government, and that upon the future progress of the Workers' Educational Association should depend the question of representation on the two Boards in question."

In the year 1924 the W.E.A. commenced a series of Saturday Afternoon

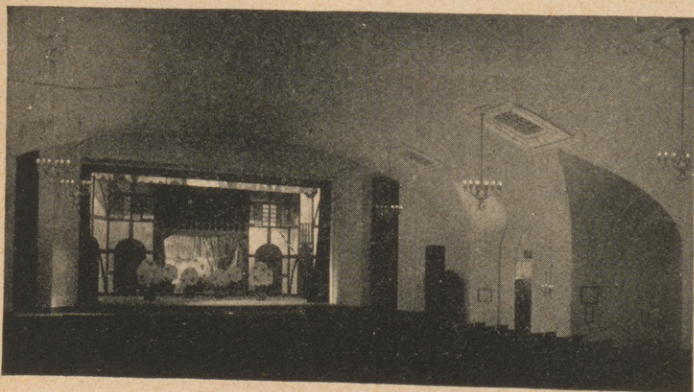
Ramble studies where the students met in the country to study such subjects as botany, zoology, geology, birds, and bees under the guidance of a professor well versed in his particular subject. These rambles were well attended, as the illustration shows, the smallest attendance being 39 and the greatest 98 students. It was in the autumn of 1924 that arrangements were made with the Syndics of Hart House Theatre whereby the students in general and more especially those studying literature and the modern drama were enabled to attend this very beautiful theatre, which seats some five hundred people, at an admission fee within the reach of the average workingman or woman, namely, fifty cents.

The plays attended were by such authors as Bernard Shaw, Yeats and others. The newspapers of Toronto coming out with such glaring headlines as, "The Workers of Toronto Buy Out Hart House Theatre for the Night," show that the endeavors of the Executive Council of the W.E.A. were much appreciated.

The sessions of study commenced in October, 1925, saw established for the first time a system of Tutorial Classes whereby the student was enabled to take up some subject which he could continue intensively for one, two or three years, as he desired. These tutorial study groups are open to any man or woman who is a member of a trade union at the nominal fee of two dollars for the full term of two sessions, commencing in October and ending in March.

Now it is indisputably true that labor must develop its own point of view. It must drag to light aspects of history—the history, for example, of the life of the people—which have hitherto been far too much neglected. It must clear away much economic rubbish and build up a science of economics, the subject of which is man, not money—human welfare, not material wealth. It must, in fact, re-write and re-interpret political and economic science in the light of its own experience and of its own conceptions of social expediency. It is precisely because the tutorial classes are a means towards this end that they have won the workers' support and have proved to the Executive Council that there was no mistake made when it was decided to commence these classes for the workers of this province.

For (1) since labor organizations and the university are represented equally, they see that all students have an equal chance of expression, not excluding any point of view, but including all. (2) The classes govern themselves; they elect their own secretary and say how



HART HOUSE  
THEATRE  
WHERE THE  
W. E. A. STUDENTS  
GO TO STUDY  
THE DRAMA.





much time they wish to be given to different aspects of the subject chosen.

(3) After every lecture there follows an hour's discussion. In the discussion every member of the class can take part, so as to criticize the tutor, and, if necessary, to correct him, and to ensure that every side of the question receives full attention. It is evident that in this way all danger of narrowness or bias is avoided. Each student can lay before his fellows the particular way in which the matter under discussion strikes him personally, and can explain how and why he differs, if he does differ, from the instructor.

The principle of the tutorial class is, in short, freedom of discussion, mutual aid, mutual criticism.

### Has No Creed

The W.E.A. has no platform, no creed, no propagandist activities, for propaganda must not be confused with education; and, since the Workers' Educational Association exists that the workers may win the education which by right is theirs, and not for their conversion to any particular doctrines, it confines itself to helping students to get the knowledge which, in a genuine democracy, is equally needed by all, whatever their particular sympathies may be.

And, of course, it is the workers who will profit most by a wide diffusion of education, for it is precisely they who suffer most today from the obstacles which restrict it to a limited class. They, above all other classes, cannot afford to confine education to the inculcation of one set of political doctrines, whether true or false; for human beings are greater than theories, and it is in the right of every human being to the fullest and freest life that civilization can offer that both the educational and other claims of labor rest.

It is this opportunity for study that the Workers' Educational Association, through its tutorial and other classes, provides for workingmen and working women. All are welcome. No one is too backward, and no one is too advanced for them, for the most backward have something to teach, and the most advanced have something to learn.

The one worker who had been wholly forgotten was the man or woman who worked at night and was debarred from studying with the regular classes owing to his or her having to commence work at the time the evening classes were in session. This had to be remedied and November last saw the first one-year day class established with an enrolment of 46, composed mostly of postal clerks and printers from the morning papers



SOCIAL SERVICE BUILDING, WHERE W. E. A. STUDENTS ARE TAUGHT.

of Toronto as well as a few married women. In January, 1926, the second day class for night workers was commenced at Toronto, with an enrolment of twenty students, this time taking up the subject of economics.

The secretary has had many enquiries about workers' education in Canada from many parts of the world. Assistance has been rendered to the railway employees at Moncton, N.B., through the educational authorities at Fredericton in answer to letters to the W.E.A. for assistance in forming classes in that province. In England, Australia and elsewhere this movement has been a pronounced success. Surely the same should be true in Canada.

The W.E.A. is a distinctive organization designed to bring higher education, in subjects of general interest and cultural value, to adult workers. The Canadian movement seeks not to follow the methods in vogue in other countries but to discover and pursue the methods best suited to our own. But there is a common foundation everywhere. The universal principles of the W.E.A. are:

(1) That an alliance between labor and learning is both possible and desirable;

(2) That this can be best fostered by the co-operation of the universities and the workers, and that to this end the interest and affiliation of workers' organizations should be sought;

(3) That the subjects taught should be such as are worth while for their own sake, because they contribute to the understanding of the world in which we live and of the social life which we help to make, while at the same time true leadership can come only from those who seek this understanding.

(4) That the association has no platform, no creed, no propagandist activities;

(5) That the control of each local branch is vested in a local committee, and that the subjects taught are such, provided tuition is available, as the members themselves request.

(6) That the conduct of the classes is as far as possible by way of discussion to which all contribute, students as well as tutor;

(7) That the standard to be attained shall reach that of university instruction, the object being a real, thorough, and continuous study of the subject selected.

Workers will be interested in the attitude adopted by the Provincial University, viz: that the university is quite willing to put its services and its resources as freely as possible at the disposal of all communities where working men desire to co-operate for the sake of a better education.

This is a call to working men throughout the province to make this opportunity their own, to regard this associa-





THE FIRST W. E. A. HISTORY CLASS EVER HELD IN CANADA, 1918.

tion as peculiarly theirs, to recognize that the success or failure of the movement rests with themselves. There is no question of the desirability of the affiliation of workers' organizations, in order that they may adapt the development of the association to meet their needs and advance their own welfare and that of the whole country.

#### What One Member Says

Here are some extracts from an essay written by one of our members, who is also a member of the Typographical Union, under the heading, "A New Impulse for Union Men":—

There are thousands of earnest men in the labor movement. All they need is the impulse of high ideals. And high ideals can come only when the members have a thorough grasp of the great social and economic questions of the day.

It is distinctly an educational, not a propagandist, society. It is organized by the working men themselves and is controlled by them for the workers.

There is no royal road to learning, yet there are many paths. In some the going is easy; in others the going is hard with many stumbling blocks. The builder of the road is the tutor. His task is to smooth the way and make it straight. The W.E.A. has the co-operation of the University of Toronto. The experience of the W.E.A. has been that there is a bond of sympathy between the lecturer and the earnest labor student. The same ideals are shared by both. It is a "co-operation of learning and labor" in the fullest and frankest sense of the

term. They are both endowed with the desire to lift humanity to higher and better things.

Many new ideas are being constantly brought to your attention in your daily life, in your intercourse with your brother workers, and they call for mature judgment and intelligent criticism. You feel that, if you had a thorough grasp of the fundamental facts and the underlying principles that govern human motives, movements and tendencies, and at the same time, had a little training in how to arrange your ideas in a logical way, you could take a more active and a more enthusiastic part in the discussions of your union. That is precisely what the W.E.A. is aiming to develop in its students—the ability to think

for themselves, a knowledge of facts and principles, the arrangement of ideas, and the ability to impart them in a clear and concise way.

It is to such earnest and thoughtful union men we present a few courses of study suitable for the long winter evenings. Many of the students of the W.E.A. are already endowing the labor movement with the new impulse, helping it forward along sane lines to fresh activity. The fact that intelligent discussion is encouraged at these classes presents many new phases of a subject and creates an atmosphere of comradeship and recreation.

This experiment in education has the cordial support of the trade unions who have been made acquainted with it. The Toronto District Labor Council has also endorsed the movement, and is fully represented on the Executive Council of the W.E.A. The association not only invites the members of the various unions to participate in its study groups but it extends a hearty invitation to the unions themselves to affiliate with it and share in the control of the enterprise. With such enthusiastic support there is no doubt as to the future of this experiment in higher education and its stimulating effect on the labor movement to still further glorious achievement.

#### Clear Thinking Needed

It is not enough that labor leaders should be men of wide outlook. Nor should they be charged with the sole responsibility of steering a safe course. The situation calls for clear thinking on the part of the rank and file. In fact, it is the duty of every union man to be in a position ably to second his officers



ONE OF THE SUMMER RAMBLE STUDY GROUPS.



with sound advice and intelligent criticism. Intelligent criticism can only come from a sound knowledge of economic facts, a keen appreciation of current history, and an unbiased judgment.

There are agencies at work, through the medium of the daily press, to mold public opinion. It is no secret that these agencies have no sympathy with the aims and aspirations of labor, and it may safely be inferred that public opinion will be biased against labor. The only remedy is that labor men should be taught to do their own thinking—they should steer clear of "ready-made" opinions appearing in the public press. They should be in a position to acquire knowledge for themselves.

At present comparatively few trades unionists take an active and intelligent interest in the work of their organizations. The power of trades unionism grows with every increase in the number of those who do take such an interest, and one way of increasing their number is to give every trades unionist the chance of learning for himself.

It is as much the true business of a trade union to make intelligent members as to make members. Therefore, every trade union ought to have an education scheme.

Let us remember this is a movement full of promise but the result lies very largely in the workers' hands.

Do not be satisfied with thinking that education is an excellent thing for other people. Try it yourself. Education brings together the workers from many different industries and trades unions. It helps to develop the common mind of the working class movement.

We need more pooling of ideas, more exchanging of experiences in the trade union movement. That is one way of developing loyalty and solidarity.

In the Workers' Educational Association of Canada men are as welcome as women, and women as welcome as men. You cannot know too much to get some benefit out of an advanced class, and you cannot know too little to be able to profit by an elementary class.

A Workers' Educational Association class is not like going to school or listening to a lecture. The essence of it is that the tutor and students work together; much of the time is spent in free discussion. The tutor does not talk down to you; he is there, like you, to learn. It is a co-operative fellowship for finding out the truth. The business of the Workers' Educational Association is to provide for the working men and women of this Dominion not the kind of education it wants, but the kinds they want.

The period through which the great nations of the world are passing is one that calls for clear thinking and wise action. There has arisen a world-wide demand amongst great masses of the people for a more equitable distribution of wealth and a greater share in the management of industry and government, local, national and international. The need for more leisure, more happiness, more brotherhood, is keenly felt. Economic, political and social problems have reached a point of significance and magnitude never before attained.

Today the world is looking for a Moses to lead it out of the wilderness. Whatever changes take place, be these gradual or cataclysmic, the groundwork

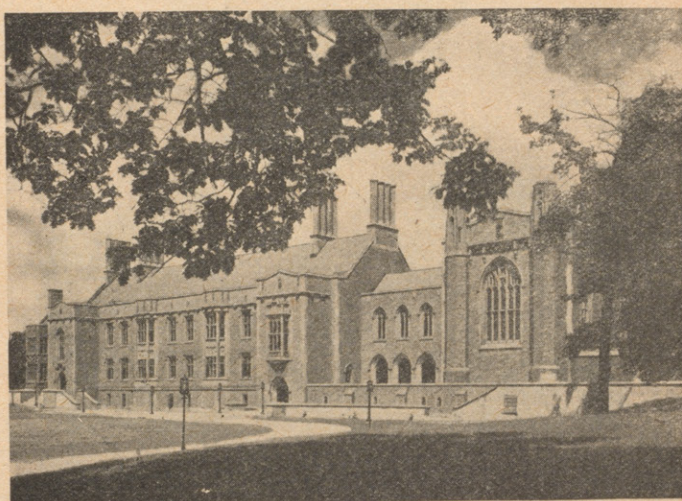
fits. The Workers' Educational Association has a long name but it stands for a very simple idea.

In concluding this article let me, as an international trades unionist, give a few reasons why trades unions should affiliate with the W.E.A.

I. Because education will quicken the progress of the trade union movement towards the achievement of its ideals.

II. Because the trade union movement claims for the workers the best that life has to offer, of which the widest educational opportunities form an essential part.

III. Because the tutorial and other classes of the W.E.A. are democratically



HART HOUSE, TORONTO

of progress remains the same. The decay of the old and the growth of the new is in a large measure due to the influence of knowledge, of wide-spread education. The tremendous power of education over the minds and souls of men is clearly discernible in the pages of history.

Education is the Moses that can lead the world out of the morass of destitution and distrust and the discontent that degrades.

There is an obligation on the part of the State to provide full educational facilities for its people, but it is equally the duty of the citizens to support and be willing to participate in these bene-

managed, and are under the control of the students themselves. By means of these classes a broad and comprehensive system of adult education acceptable to the workers is being created to meet their needs.

IV. Because, through the W.E.A., working people can give form and expression to their aspirations for a broad highway of free education from nursery school to university.

[Any trades unionist desiring further information on the question of education is referred to Alfred Macgowan, Secretary-Treasurer, The Workers' Educational Association, 106 Elmer avenue, Toronto, Ontario.]—Ed. note.

A special train of 40 cars carrying live and dressed poultry, butter and eggs, moved from Omaha, Nebraska, to New York City under direction of the Nebraska Poultry, Butter and Egg Association in an effort to establish relationship between mid-western farmers and the eastern market.

What is called the world's fastest train will run in France, beginning next May. It is to travel between Paris and Calais and cover the 186 miles in 180 minutes without stopping. The train is international in that it will be made up of English-built steel coaches and drawn by "giant American locomotives."





## LORD BEAVERBROOK

Eminent Canadian, whose new book, "Politicians and the Press," gives some interesting comments on people and events in Britain.



# Lord Beaverbrook Considers Politics

His Sidelights on British Statesmen Have Exceptional Interest

*Politicians and the Press.* By Lord Beaverbrook. 127 pp. London: Hutchison & Co. 1s.

By DIANA BOURDON

**L**ORD BEAVERBROOK, proprietor of "The London Daily" and "Sunday Express," and of the distinguished "Evening Standard," has just written a little book that runs to only a hundred and twenty-seven pages. But it has created nothing short of a sensation in England.

In "Politicians and the Press," the Canadian baron, admittedly one of the strongest personalities in England today, a man who has been casting a long shadow over English politics for some years, though usually from an unofficial vantage point, sets out to tell a public increasingly interested in the subject, what are the exact relations of the modern politician and the modern powerful press. Since he must speak from experience, these can only be the relations between politicians and his own press—that is to say "and himself"; which is perhaps the cause of an egotism breathed from every page of the little book, so openly as to be disarming, and almost delightful.

The "New Statesmen," after devoting nearly a page to its review of "Politicians and the Press," in which it criticises most of Lord Beaverbrook's theses, condemns several manifestations of his policy (as when he tried to get a certain official standing from the Prime Minister, then Mr. Lloyd George, to negotiate an agreement with Mustapha Kemal during the course of a trip to Angora, at the time that Britain was supporting the Greeks against Turkey), and bluntly declares itself in favor of the least possible relations between Fleet Street and Downing Street, pays Lord Beaverbrook the tremendous personal compliment of asking whether he does not realize "that the basis of his own relations with politicians has been the fact, not that he is the proprietor of "The Express," but that he is Lord Beaverbrook. Does he suppose that Lord Rothermere, who controls far larger circulations, ever has or ever will exert an influence on affairs equal to his own?" One would be interested to hear the comment of Lord Rothermere.

## Man of Power

According to the book, there is very little that Lord Beaverbrook—modestly he persists in writing "The Express"—quite half of the time that he means

"I"—has not managed to get accomplished in politics in the past seven years; and quite nothing that anybody else of whatever party, or Cabinet standing, got accomplished without consulting him and if possible enlisting his help. Gardiner says: "If his hand was not on the trigger, it was on the elbow of the man whose hand was on the trigger. He skips from one partner to another." And in fact, chronologically, the book finds him first deep in intrigue with Mr. Lloyd George to get this bit of excellent strategy through; next, the very ringleader of the strategy which eventually succeeded in overthrowing him. "Back to Mr. George and out with Mr. Churchill. In with Mr. Churchill and out with Mr. George. In with both and momentarily out with both. To Lord Birkenhead alone he is constant; to Mr. Baldwin alone he is consistently hostile."

Certainly he does not seek to shirk any responsibility. According to "Politicians and the Press," it was he, Lord Beaverbrook, who managed the defeat of the War Coalition Government over the Greco-Turkish affair, known in English politics as "the Chanak episode." It was he who put through the entire Irish settlement, "The Daily Express" having "to fight the battle practically single-handed in the Conservative camp." It was he who chose Mr. Baldwin as leader for the Conservative Party when the choice seemed to lie between him and Lord Curzon, whom the Canadian peer regarded as dangerously uninterested in the Empire outside England; and who imposed this choice on other Conservatives. It was he who, even earlier, recommended Baldwin to Bonar Law as his Parliamentary Secretary, "the first step upward in his career." The famous "vendetta," as it has been called, of Beaverbrook against the present Prime Minister dates only from the time when he found him a profoundly inadequate man to fill the great post that had fallen to his lot. His principal quarrel with him is that he negotiated the English debt settlement with America, than which no piece of diplomacy of late years has been more profoundly unpopular in Europe.

So much for the more serious side of the book. To those who definitely cannot "read between the lines" that portion that is practically given up to per-

sonalities will inevitably be the more interesting.

## Personalities

What, for instance, are the reactions of the great figures of English politics today to criticism, particularly press criticism? Lord Beaverbrook finds them one and all singularly impervious to ideas and suggestions that come to them from outside the magic circle of politics itself—but not all equally insensitive to published attack upon them and their policies. Himself and Lord Birkenhead he declares to be insensible to it—and heaven knows they have both of them had enough to put up with, much of it unmitigatedly unjust. His own insensibility he frankly admits to have been painfully acquired after years of squirming on the politico-journalistic gridiron. Lord Birkenhead offsets his indifference to attack by a great susceptibility to flattery. Lord Beaverbrook does not make the same admission in his own case—though he might have done so truthfully, to a more limited degree than that of the present Secretary of State.

The late Lord Northcliffe, on the other hand (which is strange for a man who never minced words in his press criticism of others), was exceptionally "resentful of hostile comment." He "used to refuse all kinds of facilities in his journalistic organization to weekly newspapers which criticized him."

Bonar Law, of whom Beaverbrook never speaks without a note of reverence, was another who "cared nothing for press criticism \* \* \* just as he was almost inhumanly indifferent to applause." Winston Churchill is distinctly human. He likes praise unstinted, and emphatically resents blame \* \* \* especially blame of any of his public policies.

Lloyd George, on the other hand is not unduly sensitive, nor by any means indifferent. "He frankly accepts press criticism as one of the most important presentations of the national mind." But though he does not resent attack he will always try to "wangle the critic round to a favorable view of his policy \* \* \* " As one who knows Lloyd George slightly, one might add to this that no critic is sufficiently insignificant for Mr. George to feel him not worth exerting himself to win over! Lord Beaverbrook finds him "oversubtle" in studying the press.



He reads too much into what is often merely the result of \* \* \* coincidence. He searches for a motive in every paragraph. He is keen to deduce from the movement of straws the way the wind is blowing. Often he is quite right in his deductions, but there is such a thing as searching too diligently. Lloyd George is apt to be the Martha of that world which oscillates between Downing Street and Fleet Street. He is busied about many matters.

One of the best and shrewdest passages in the book!

#### Northcliffe's Peculiarities

Lord Beaverbrook is at great pains to express his admiration for the late Lord Northcliffe as the finest journalist of his period. But he tells us one peculiar fact about him, illustrated by several incidents, too long to retail here. Lord Northcliffe was not effective in personal argument, he could not express himself well in speech, and (perhaps for that reason) was well nigh impossible to convince of, or convert to, anything contrary to his own original opinion. Some people might say "pigheaded," Lord Beaverbrook refrains. The fact is that he himself, though a less experienced journalist than the creator of "The Daily Mail," and somewhat of a sensation-hunter in all his fields of life, has a native, swift and true judgment of men and arguments. His singularly alert brain always seems to be able to run round, to encompass the whole of, to evaluate, anything new, whether human or abstract, offered for his consideration—and to do so in a mere flash of time. It is a gift. He is more merciful to those who lack it than to most other human omissions.

To those who know anything of Lord Beaverbrook's famous lunches and dinners, at which it always used to be rumored in the non-Beaverbrook press that the affairs of the nation were settled as the Baron would have them settled—practically by means of some power of black magic he exerted over the members of the Government—his chapter on "Dining" is extremely entertaining.

Not that he so far fails the promise of discretion given in the preface as to retail any of the things the general public would like to know about those particular meals. But many piquant details are given of the dietetic fads of great men. "It is a melancholy fact that public men care little for food," Lord Beaverbrook assures the man in the street, who had, perhaps, had visions of himself as being governed by a gormandizing lot of good fellows enjoying life, and easily malleable as to their policies by whoever provided them with the best meals.

Bonar Law, he assures us, was an extreme instance of complete indifference to food. "He absolutely disregarded what he ate and bolted it quickly. The less chewing required the better he liked the dish, because he could get rid of it quickly." We are told that he was fond of tapioca pudding on this ground, and that he was something of a ginger ale fiend, often consuming three bottles, one after the other—though champagne was to him a rather nasty medicine.

Lloyd George eats little and without much interest, but he is fond of undercooked meat and will not touch chicken or other "white food." Here Lord Beaverbrook makes the mistake of dragging in his friend, Arnold Bennett, for a comparison, which leaves the novelist like a fish out of water in such company. Just as in two other instances in the book, he drags in references to heavy advertisers in his papers, with the same laudable intention of giving them a little extra boom for their money—cheapening a whole chapter in doing so.

Mr. Churchill is almost the only politician of eminence that I know who does himself reasonably well. I do not mean to suggest that he is a gourmand or even a gourmet, but he does know the difference between good and bad food. Lord Birkenhead, though a good trencherman, is not in the least interested in what he eats. Both Mr. Churchill and Lord Birkenhead are exceptional in that they know and appreciate a good glass of wine, as distinguished from an indifferent one.

#### A Character Revelation

But "en somme" the book is interesting to the student of England and English affairs at the present time, less because of the many interesting facts it discusses and presents under a new light, less because of all it tells about the relations of any politicians to any press or pressman, than because it is a partial revelation (whether deliberate or unintentional—I am inclined to think the former) of the character of one very important man who, whether he remains in journalism or returns to politics, hand in hand with that Mr. Lloyd George whom he has by turn reviled and assisted, and with whom, in spite of the difference in party, he has an affinity that he shares with no other figure in the arena, is bound to have a tremendous influence on movements and events. His character is too strong for the influence to be anything but tremendous.

"Max Aitken," Lord Beaverbrook, has, unfortunately for himself, a perfect genius for intrigue, which he cannot resist exercising either in the political field or another. Nothing could have done him more harm in England, where such ac-

tivities, particularly on the part of over-clever people, are always mistrusted. But he is probably big enough to surmount that distrust one of these days, though (like Disraeli) he will never be able to stop dabbling in intrigue.

"For my own part, if my action is to be so limited and circumscribed by party exigencies that I am debarred from expressing my real views on the needs and future of the race and the Empire, I would at once quit public life altogether and return to the Canadian village from whence I came."

Such is the conclusion of the little book. But as Lord Beaverbrook has completely outgrown the Canadian village from whence he came, and would have the most profound difficulty in fitting himself back into it after all this time, we may safely assume that he does not intend to be "limited and circumscribed by party exigencies," and will remain all the more a force to be reckoned with under the surface of British political life.

The Vicar of a country town visited a parishioner, a widow seventy-five years of age, who had had ten children, all of whom, excepting one daughter, had married and left her. This daughter also was about to be married. The old lady would then be left quite alone, and the clergyman endeavored to sympathise with her. "Well," he said, "you must feel lonely now, after having had so large a family?" "Yes, sir," she said, "I do feel it lonesome. I've brought up a large family, and here I am living alone. An' I misses 'em, an' I wants 'em; but I misses 'em more than I wants 'em."

#### Awkward Error

"What an awful-looking villain the prisoner is," whispered a lady in the police court to her husband. "I should be afraid even to stand near him." "Hush!" warned her husband. "The prisoner hasn't been brought in yet. That's his counsel."

Mother: "Well, Johnny, I shall forgive you this time, and it was rather nice of you to write such a nice letter to say you're sorry." Johnny: "Yes, ma. Don't tear it up, please." Mamma: "Why not?" Johnny: "Because it will do next time."

Profiteer: "Ah, my boy, a rich man's position is a hard one." Sceptical friend: "In what way?" Profiteer: "If I hoard my wealth they say I'm a skinflint, and if I give my money away they say I am trying to ease my guilty conscience."

Chilly Operation. — Kissing a lady's "snowy brow."



# Rabbits

## A Tale of a Boy and His Pets

By HELEN SANDWELL (Mrs. Arnold Sandwell)  
Author of "The Valley of Color-Days"

"Bunny, bun, bun! Peter, Peter, Peter! Bunny, bun, bun!" Max Blink, boiling with rage, yet striving to sound good tempered, stole up step by step to his pet rabbit and endeavored to lay hands upon it.

"Bunny, bun, bun," however, was in no mind to be caught—not even with the most syrupy talk. Before Max's fingers could close like a vise upon the long, furry ears, Peter was off again, this time under the foundations of an old shack built upon blocks of wood.

Max's pretence at friendliness fell off. "All right, you ding-busted rabbit, I'll get you yet!" he growled savagely. Like a flash he, too, sped toward the shack, threw himself upon the ground, and, on his stomach, wormed his way after the truant. Too late the rabbit saw his mistake in retiring to a dark corner. Escape being impossible, Peter gave in gracefully. He allowed himself to be caught, contenting himself with raking Max once with his hind claws.

The problem now was for Max to worm his way backwards with his captive. It was a slow, tiring business in the cramped space, but he managed. Just as he gladly humped his posterior to freedom and daylight once more he got a fearful shock, when a sideways glance revealed a pair of shoes (containing feet), a pair of ankles and a portion of skirt.

"Look at your shirt and your pants," said his mother's voice. There was such a quality of iciness in the tone that Max froze in his tracks.

"Get up at once," commanded Mrs. Blink.

"I'm going to, mother," said Max, resorting to the syrup voice.

"Look at your clothes!"

Still clutching the squirming rabbit, Max looked. The sight appalled him. He was covered from head to foot with yellow clay. Even his eyelashes were heavy with it. "It will come off, mother," he remarked and began slapping at his pants with one hand, nearly suffocating himself and his mother in the cloud of dust that followed.

"Now, look here, Max," said Mrs. Blink, backing away from him, "You must get rid of Peter. I won't have him about this place a day longer. You must sell him to Johnny Robbins or some other boy, or else kill him for dinner.

This is the fifth time you have been crawling in the dirt. I will not have it. You told me only this morning that you had fixed the hutch properly."

"Mother," pleaded Max, "I thought I had."

"You have told me four times that the hutch was properly fixed," said his mother bitterly.

"I thought it was," claimed the boy.

"Well, how is it that Peter is out again? If you would have let your Dad or me help you to make the hutch it would have been a hutch."

"But when Dad starts to help me he always does the whole job himself," explained Max. "And I wanted to do it. Your way of building a hutch, mother, was no good. It never would have built. Really, mother, you don't know how to build a hutch."

"Neither do you, as far as I can see," retorted Mrs. Blink. "Either you are telling me stories about Peter getting out by accident, or else your hutch isn't a hutch at all. Why, that rabbit gets

out of it as easily as water gets out of a collander. I just won't have your clothes messed up like this. You've ripped your shirt at the back, I see. That rabbit has got to go."

"Let me explain, mother," whimpered Max, wiping the blood off his wrist where Peter had scratched him. "Peter got out the first time when the canvas hinge broke away. After that I put on a piece of leather, like Dad said to. But I put on too long a piece and Peter squeezed out at the opening. Then I fixed that. Then I forgot to tie the door another time, and I guess Peter thought it was all right for him to walk out and eat up the garden stuff. The last two times—I don't know where he got out, unless he got through the chicken netting, and I don't see how he could. But I'll find out and fix it yet, if you'll only wait."

"Yes, if I'll only wait!" echoed his mother, grimly. "I have to wait for wood while you hunt Peter under the shed in the clay. I have to wait for buckets of water while you hunt Peter round the strawberry patch. I have done all the waiting I mean to do. Now, I am on my way to town to order groceries and to meet Dad. This is the day you go to the Scout meeting, remember. Be sure you leave here in plenty of time to get a ride into the town with Paul Thomson—and don't forget you are to sell that rabbit. Goodbye!" Holding her hat against the strong wind that had sprung up, his mother marched off.

Give up his rabbit! Sell it! Eat it for dinner! Max's lips quivered. He was not a boy given to crying, but somehow now he could not see the sunny fields and garden for a blur of tears. Peter himself seemed to comprehend that this time he had gone too far, for he lay snugly against Max's shirt front, a cowed bundle of silky black fur.

Late that afternoon, just as Max's mother and father were gaily starting off in their little truck, to pick up Max at the Scout meeting, they heard of the accident.

"Paul Thomson's car went over the bank into the lake this afternoon," said the postmaster (who also ran the general store, drygoods and grocery) as he handed out their purchases. "A bad business" he added with a shake of his head. "Paul was drowned and the other fellow, a man from the T2 ranch, is dead, too. They think a wheel came off at the corner, just at Pington's Bay."

"Jo!" shrieked Mrs. Blink, "our Max must be gone, too! We arranged that he would ride in to Scout meeting with Paul. Almost my last words to him were to remember to leave in time to catch Paul."



An informal picture of Helen Sandwell at the stable door on the ranch at Invermere, B.C., where she has her home.



Jo Blink stared at her, white as death. Then he said soothingly, "You must be mistaken, Susan. Mr. Batts says that Paul's passenger was a man from T 2."

"I'm sure of it—the bodies have been taken to the hospital," said Mr. Batts.

Susan leant against Jo, wan and trembling from head to foot. "Maybe he—maybe Max is still—still in the lake!" she gasped, dryly. "There is a gale blowing, remember. The waves may have washed the body among the roots and bushes. Look, here come the Scouts. Run and ask if Max was at the meeting, for I don't see him."

Without a word Jo darted to meet the boys.

"Max wasn't at the meeting," cried Susan in a terrible voice as she saw Jo stop and then put his hand up over his eyes as if dazed. She broke into a fit of convulsive sobbing.

"A bad business," said the postmaster to the neighbors who had approached at Susan's breakdown. "They think Max was in the car that went into the lake. His body may still be in the lake. No time to be lost. Must get a search party at once."

Willing helpers, eager to save Max's life, should he be lying hurt in shallow water, piled into racketty cars and headed for the scene of the accident. Susan, frenzied, kept on urging Jo to drive faster. The picture of Max, perhaps unconscious and badly hurt, being buffeted by the angry water among the roots, was clear in her brain. Jo's reckless speed seemed to her a snail crawl. With every muscle of her tense body she urged on the car as one would a horse. Ever she seemed to see the cruel waves lapping over that beloved mouth. Oh, if only she could get there in one leap. Suddenly a feeling of intense sickness gripped her. There, away down the bank, was the wrecked car, grotesquely kicking three wheels in the air. The sick feeling grew stronger as she swept her eye along the fringe of bushes at the



ARNOLD SANDWELL

Husband of the author of "Rabbits", exhibiting a trophy of the hunt at his ranch at Invermere, B.C.

water edge. Gracious God, among which roots might her boy be?

Jo and she, ahead of all the others, scrambled down the bank. Jo waded into the dashing waves and began to peer about for Max or his dead body. Susan, also plunging into the water, took the opposite direction. Relentless, cruel, the waters broke over them, while the wind screamed and buffeted. In little groups the helpers scattered along the shore, searching closely.

Chilled to the bone, hoping yet fearing, they scanned all possible places in the tangled willow growths—but in vain.

"The body must be out in the weeds," said old Bob Abel to Jo at last. "We'll have to drag for it. Can't do no more now. Best take your wife home afore she gets her death of cold in them wet clothes. There she is over there."

Jo, mute, with agony in his eyes, nodded his head. The others joined them and they sadly returned to the car. Susan, teeth chattering and ghastly, collapsed in his arms.

"Poor mother," said Jo shakily. Every heart there ached for them. Awkwardly the men stood silent in the presence of their neighbor's grief.

Old Bob's voice shattered the silence. "Well, I'll be damned! Who's that?" he roared. "Ain't that Max himself coming?"

An incredulous shout broke from the group. Susan held her breath, afraid to trust her ears.

"Buck up, mother!" Jo's arms tightened about her in a hearty hug. "Here's our boy, mother, safe and sound, just walking round the corner." Susan lifted her head. All the tormenting pictures of her boy drowning and hurt were blotted out by the blessed reality of Max, very dirty and ragged, but warm and living.

"What happened?" demanded the youngster, running forward. "Who's car is this?"

"Max! Max! My darling! You did not go with Paul today!" exclaimed his mother. There was something strange about her, Max saw. She was white and sick looking. Stranger yet, she was holding out her arms to him and calling him darling—before all those people.

In an avalanche of gravel and sand he slid down the bank to her. "No, mother," he said apologetically, "I was too late. Don't be cross, mother, but—but—my—my rabbit got out again. But look, mother, I changed into my oldest overalls before I went under the foundations in the dirt."

Ah, well, it is hard to reckon just how mothers will act. Max had expected his mother to be annoyed at the news of Peter's sixth break for freedom, but he was hardly prepared to have her faint dead away, which is precisely what she did.

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# Sidelights on Railway Travel in Great Britain

**R**AILWAY travel in Britain—the term “railroad” is rarely used in the Old Country—offers features for comparison with similar travel in Canada which should prove of interest to Canadian folk, so many of whom hope to visit Great Britain at some time in their lives. As a matter of fact the word “similar” is one that should not be used at all in this connection; nor will “identical” do, for were you to journey in a railroad coach (or to be precisely English, railway carriage) from Penzance, in Cornwall, to John O’ Groat’s at the extreme north of the Scottish mainland, you would even then have covered but a fractional distance of the long pilgrimage from Vancouver to Halifax. Long-distance journeys have become a commonplace of Canadian travel, and a trip of a thousand miles or more excites no comment here. But in the Old Country, a traveller, bound (say) from London to Aberdeen, a journey of about 600 miles or so, and coverable in well under fourteen hours, becomes quite an event in the average British home for the member of the family who is called upon to undertake it, unless, of course, the party faring forth happens to be a “drummer” whose work compels him to convey himself and his sample case to any nook and corner of the British Islands, where there may be a prospect of doing business for his employer. The British commercial traveller, indeed, has reduced to quite a science the art of travel over such “long” distances as he is called upon to span. He has, for instance, learned to place a tip just where it will do most good, and at the proper tipping schedule of prices at that. British railway trains are not in winter heated from engine to mail van, as they are in Canada, except in the through express. But in cold weather when stopping trains halt at junctions and large cities, a concern, for all the world like a dinner wagon or “dumb waiter” is drawn along the platform, piled high with foot-warmers in a more or less acceptable state of thermal efficiency. These foot-warmers are usually distributed at about four to a compartment, and, as the porters those which have grown cold since the last stoppage and effect the necessary exchanges they do so with a very palpable eye to the main chance. Our commercial traveller usually hands out a sixpence and so gets a warmer all to

himself beneath the corner seat he commandeered at his point of egress into the provinces. Those sharing his compartment, who are not of the cogniscenti, to not fare so well, especially if the carriage is crowded, unless they are very alert.

## No More Second Class

Seven on one side is the limit of the seating capacity in a third class carriage on a British train, and four in a first class coach. Second-class coaches have vanished in Britain since the Great War. They never were any particular asset to any railway company. They always seemed to me to be travelling harbors for the “decayed gentlewoman”, for the “gentleman’s gentleman”, for that class which envies its betters and despises its supposed inferiors. Second-class carriages in Britain have gone the way of many other anachronisms in this democratic age, and they have departed unmourned, unwept, and unsung. So there are now first and third class categories respectively to cater for the needs of everybody. There being a comparatively limited Pullman service, except on long journeys everybody travels either first class or what corresponds to “colonist” in this country. As a matter of fact at the present time in Britain it is considered good form to travel by the cheaper method. The nouveaux riches, of course, who are too purse-proud and too innately vulgar to see the impropriety of ostentation at a time when the whole nation is so manfully shouldering the burdens imposed by bad conditions of trade and the crushing debt payments to Uncle Sam, travel expensively, but it is doubtful if the largesse they disperse brings them any extra service worth while. The British railway servant has an almost uncanny talent for sorting out the gentry from the fake article. And so it comes about that fourteen folks sometimes have to share four foot-warmers amongst them as best they may. But people sit either facing back or front to the engine in British trains, and opposite to each other, so at least eight lucky wights have the wherewithal to keep their feet warm, and consequently to augment the humors and petty tragedies of railway travel by intrusion on the corns and bunions of their fellow travellers. This is the time to observe the glacial eye and the frosty stare of those bereft of pedicu-

lar comfort on a cold day, and this is the sort of thing quite likely to happen:

## The Atmosphere Warms

A honeymooning Edwin and his Angelina, sitting as close as doves in their corner, would fain assume a foot-warmer for their joint and exclusive use. Why not? Does not the same rug conceal their knees and their clasped hands? Surely they would be suffered to garner reminiscenary chilblains together! The “drummer” in the opposite corner senses the situation and pushes his own warmer across to them. “This warmer”, he orates with an ingratiating dropping of an eyelid at his male vis-a-vis, “is a long one; and three of us can use it handily—perhaps I should say “footily”—; the right hand half will do nicely for me.” The eyelid semaphores once more, and a good fellow masks his mirth behind the “Tailor and Cutter”. Quite remarkable how this “after you, Alphonse” demonstration of thoughtful perception warms up the atmosphere of the chilly railway car. All the world loves a lover: and a cooing couple always wins its sympathy—that is to say, if the cooing is not to indiscreetly cooed!

Mrs. Onnah Dignity beams across from her seat and directs her somewhat splayed feet sideways so that an apologetic curate opposite is able to find room at the other end to warm his own toes. This leaves a hiatus which is promptly filled by a young Rugby schoolboy’s “footed” boots, the while he ogles with appraising and envious eyes the unconscious TWO. A corpulent person, who looks like a prosperous publican, for his nose proclaims that it, like the last rose of summer had not been left blooming alone, and who, in all probability, has not seen his pedal extremities other than in a pier glass for a decade, hoists the burgee of friendliness to an equally plump stockbroker who had been disputing the common right of way across the carriage through equal physical disability, and drops the immemorial sign of perfect understanding. “Bridged bread-baskets,” wheezes the hotel-keeper chucklingly. Whereupon both men draw back in their seats, plant their feet on the same warmer, and incidentally make room for a sticky small boy to wriggle his body through this bridge of “size” (forgive the pun!) to the lap of an expostulating mamma, who has been expostulating with the little





#### THE SPECTRE OF THE LEVEL CROSSING

During the year 1925, statistics compiled by the Board of Railway Commissioners of Canada show there were 214 automobile accidents at highway grade crossings, in which 58 persons were killed and 341 persons injured.

—From Canadian National Railways Magazine.



wretch in his apparent efforts to project himself on to the railway track through the open window, as the train speeds on its way.

### Travels Sadly

The atmosphere had, as will be seen, thawed considerably. Yet no general conversation ensued. Insular reserve seems at times to be almost impenetrable on British trains. It would be quite a mistake to attribute this circumstance, so antithetical to the Canadian hearty travelling camaraderie to snobishness or to innate class feeling. "It is not done" in Britain, and that is all there is to it. A possible explanation may be found in the fact that the average Englishman hate to break the ice, so to speak,—to make the first conversational overture. Indeed, he travels sadly: you may sometimes observe him furtively glancing at the luggage tag—the word "Grip" is not yet in general use—of a fellow traveller.

If such inspection should give him his cue that his fellow traveller is within the orbit of his own walk of life some tentative and inconsequent remark may follow which will break the ice, and then he will as likely as not discover that the fellow opposite is willing, even anxious to unbend, whereafter conversation will flow on an even keel. But the British traveller hates the possibility of a snub as fervently as the Devil is supposed to abhor holy water. Thus, two travellers with hundreds of miles to go in the same compartment will frequently pass many hours in each other's company without so much as passing the time of day. The Englishman's shyness is never so much in evidence as when he is travelling in a railway train.

Of course, little scenes like the above would not take place on the non-stop runs of the main trunk lines, such as those which radiate from London to Plymouth, Edinburgh, Liverpool, Milford and so on. On such routes, moreover, the trains lack little in comfort, and are in some ways superior to any in the world. A corridor, a sort of by-pass, runs throughout the length of these trains. These corridors make the compartments which abut on them much smaller than the Canadian tourist coach, which, in fact, could contain four or five of them quite comfortably. On the other hand, the corridor train makes for much greater privacy.

On a long trans-continental Canadian journey people frequently make contacts which develop into real friendships in after life. You can get to know a good deal about a fellow-traveller when you share a seat with him in a tourist car for the best part of a week. But acquaintance made on travelling excursions in Britain are ephemeral things

and have very infrequent after results. The many interesting sights and diverting incidents which appeal to observant people travelling over the British railways more frequently than otherwise occur on the branch lines tapping small county towns and villages off the main arteries of traffic.

### An Intimate Picture

Now, as this particular train speeds away with its human freight bound on their lawful occasions let us for a moment glimpse a little knot of good folk of the upper-lower middle class at a big London terminus. Its members are bidding good-bye to mother, who is northward bound on a visit (maybe) to some relative in Scotland. Probably never since her wedding day has this good lady been made such a fuss of. A visitor from Canada would imagine that this parting from her kith and kin was for eternity, not time. The solicitude expressed for her comfort on the journey, for her safety upon arrival at her destination up to the moment that she is met at the station and claimed by her waiting relative, the awful possibility that the train may be late and that the relative may be missed, the piles of quite superfluous luggage, the cautions given on the perils attendant upon travel in general, and upon those attendant upon this adventure in particular—cautions in which all share from grandpa and grandma to husband, hoyden and small boy, would suggest that the lady was slated to cross the River Styx instead of merely the River Tay.

The scene is over, however, which commands infinite respect and which is by no means an uncommon sight in the

Old Country. Such scenes disclose the innate conservatism and home-loving instincts of the British people in their own home land, their fidelity to family ties, their love for tried paths. In such a scene as has been briefly sketched above there is, of course, a good deal of make-believe. All really know that there is nothing to fear in travel anywhere in the country, but English people have a habit of sitting on the safety valve of their emotions, and little occasions like these afford them an opportunity to show what warm hearts really beat under a mask of apparent indifference.

The home-loving instinct in the British people accounts for the wrench that emigration always means to them. At the same time it explains why they make such wonderfully good immigrants once they have cut the gordian knot of home ties and have finally elected to transplant themselves to parts of the Empire where they have been convinced that better opportunities await them than in Britain itself. Canadians should not smile at the little fussinesses of a British family of the middle or so-called working class bidding some member thereof farewell on what to them would seem to be a very trumpery journey.

In the little group we have been privileged to see, mother will, of course, be back soon, but the short journey of exploration into the Highlands of Scotland reminds the whole family as a unit that John means to try his luck at farming in Canada shortly, that Mary, who plighted her word to a New Zealand lad after the Armistice is soon to leave to redeem her promise at the long-awaited yet half-feared call of her mate; that Norman, who got badly mauled when a "Black and Tan" in the troublous days of pre-treaty Ireland, means to join up with the Canadian "Mounties" (if he can make the grade), and so set his face westward ho! In short, this is possibly one of the few remaining occasions that the family "en masse" will have an opportunity of disclosing the depth of their corporate love. Little emotion is displayed: that is not the English way. Mother is soon away in charge of the guard, who has accepted a tip of five shillings and will mind mother well till the train has crossed the Scottish border, when he will pass her over to a brother guard who will look after her equally well until he makes safe delivery of her at Aberdeen.

### Awful Compliment

"My dear Miss Johnson, it is well known that intellectual women are not, as a rule, good-looking." "And how would you class me?" "Why, you are not at all intellectual." "Oh, you flatterer!"

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# The Log of An Amateur Cattleman

By WILLIAM AITCHISON

"**B**E on the dock at eight sharp on Friday morning in your oldest clothes," advised the agent, as he regarded me with a favorable eye. And on Friday morning, even before the time appointed, inwardly fortified with what the cafeteria sells as coffee and alleges to be ham and eggs, I was there.

The dock, be it noted, was the wharf from which the good ship "Gloria" was due to put forth on that very morning, carrying as her cargo a goodly quantity of the prime beef from western Canada, at present in the state known as steers, and very much alive they were, as I was to experience later. The idea of crossing the Atlantic in this particular manner came to me suddenly on making the agreeable discovery that I had "pull" with the aforesaid agent, who was amiable enough to waive the customary fee exacted for the privilege of acting as valet and companion-help to all and sundry bovines, travelling in a personally conducted party. When the month of August, the weather ideal and time is no object, I ask you, why not a cattle boat?

Being the first to arrive on the scene, I dumped my kit on the wharf where it was out of harm's way, and awaited the coming of my fellow cattlemen, whiling away the moments in speculation as to what they might be like. Very soon, with commendable punctuality, they came drifting along in twos and threes, garbed in every variety of costume. Some wore palm beach suits and had the air of being quite obviously out for a lark, others were arrayed in well worn workingmen's clothes and had very few

belongings. In their eyes I could read the tragic story of failure and this the only means of making a breakaway from disillusionment in Canada.

## It Becomes Lively

The scene then began to grow decidedly animated. The dock seethed with activity. In the hideous din of steam winches and amid the shouts of French-Canadian stevedores yelling, "Avant" and "Ca va", garnished with a spice of profanity, we followed the agent on board and were in due course introduced to the foreman. This dignitary, casually introduced as "Jim", was never, as we later discovered without a "quid", which he revolved unceasingly in his cheek. His knack of ejecting tobacco juice with deadly precision even while the regular revolutions of the quid went on, came in due course to be regarded as a feat impossible to imitate by mere laymen! At the same time we also met the "Bo'sun", a gentleman of leathery countenance, tanned to the color of shoe-hides, evidently of the old school of seamen. He, it afterwards turned out, became our fast friend.

Cabins were then allotted to us wherein we deposited our belongings, and then we trooped ashore to rejoin the agent and go through the solemn rite of being "signed on" at the company's office. These preliminaries settled, we, the amateur cattlemen, were now in readiness to act as reception committee for the steers, which were very soon chased down ingeniously contrived gangways leading to all parts of the ship. There was something very ludicrous in the spectacle of

those agile and voluble French-Canadian longshoremen, darting and dancing as they prodded the solemn bovines with sharp sticks, urging them thus pointedly to stand not on the order of their going!

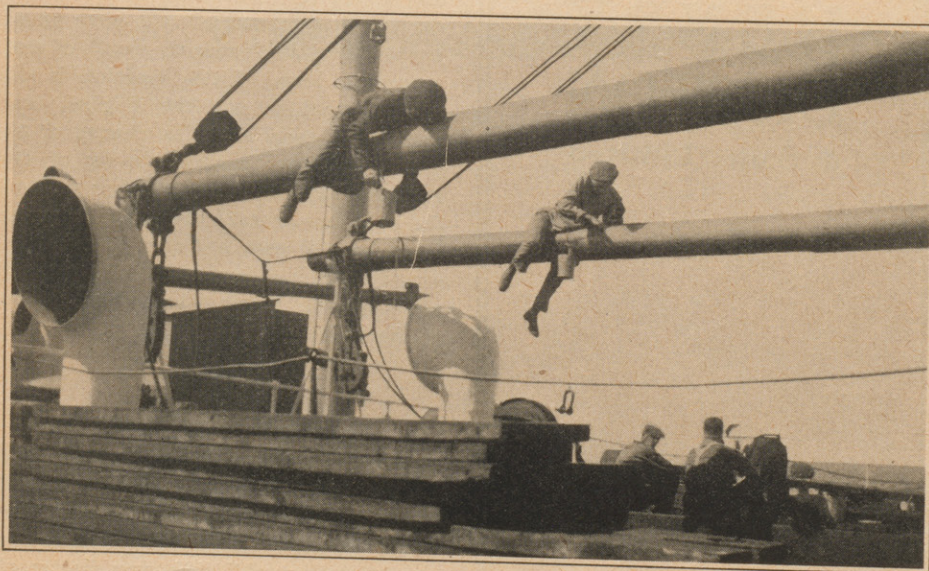
When once the cattle were safely aboard, a few planks were nailed up here and there, and the gangways removed. We were now ready for sea. Lest the cattle should feel a sudden nostalgia for land or feel the first moments on ship board irksome, a little hay was distributed in front of them to distract them from any attendant ennui. The foreman, perhaps realizing from long experience that many of us were leaving Canada for some time to come, called out, "Take yer wind, bhoys", and we were not slow to take the hint. Up we clambered to the deck, to find the shore lines cast off and an energetically panting little tugboat dragging our stern into mid-stream. Soon we were off and our propeller began to revolve in no uncertain fashion. "All clear", came the signal on the ship's whistle and Montreal fell behind.

## Montreal Fades Away

Nothing seemed to be wanted for some time and so, stretched out on bales of hay, we took our last look at the dimly receding outline of Mount Royal. Cattleboat or liner, no more glorious view can be imagined than the picture we gazed on that sunny morning. Steep-sided Mount Royal, topped by its lofty sentinel cross, stood out green and clear-cut against a deep blue sky. A forest of spires, blurred grey roofs and green foliage lay spread at its foot, while ahead of us the St. Lawrence glittered silver and blue, smooth as a satin ribbon.

Although the Gloria was the first boat to set out that morning, she was soon overtaken by other tramps and by a liner which surged past us amid a loud roll of drums and a skirling of bagpipes, which indicated to us plainly whither she was bent.

And now, having turned our faces seaward, we began to make arrangements for more efficient co-operation for the voyage. A pale-faced youth from 'Amilton (not the native accent), we told off as "Peggy", this being the title bestowed upon the waiter or orderly in military circles. An old Glasgow seaman took upon himself the duties of night-watchman, and thus our working staff was reduced to a round dozen. Of these, six were to be forward and six aft. The cattle numbered six hundred, the major-



"Exterior" decorators carry on with their job.



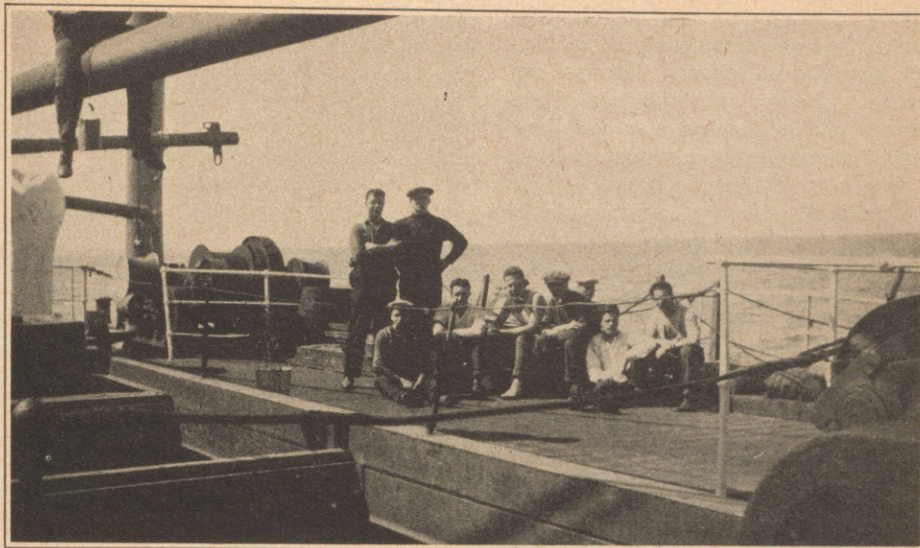
ity being aft, as we soon discovered. These details settled, Jim the foreman presently appeared and told us off into deck watches. Said he, "You Frank, and you two Bills, take de lower deck. You order t'ree, you go on de upper deck." And thus our fates were decided. My own lot was cast below, being one of the Bills, thus collectively assigned by Jim, and as I betook myself thither I recalled Kipling's dictum:

"The lower deck is the dangerousest one, requirin' constant care,  
And give to me as the strongest man,  
though used to drink and swear—"  
However, beyond being somewhat close to the water's edge, the lower deck proved to be not so bad in the end.

The next interlude of any importance was dinner. How long ago seemed that cafeteria breakfast, and how little staying power it possessed! We drew rations for our dinner as well as such things as condensed milk, sugar and butter for one week. Here be it stated that no possible fault could be found with the menus provided aboard the Gloria. Breakfast proved to be the conventional repast of porridge, bacon and eggs, liver and bacon or sausage, accompanied by typical English breakfast rolls. For dinner our chef concocted first-rate soup, roast beef or stews or meat pies, with vegetables and pudding. And for supper we had cold meats, potatoes and quantities of good bread and butter. Our chef was a thoroughly capable cook and a good fellow to boot, and never refused a steaming cup of coffee at any hour of the day. Likewise he earned our everlasting gratitude by his unlimited provision of hot water for washing, a luxury which we appreciated to the full. Through somebody's miscalculation our milk supply gave out before Monday was over, and no amount of coaxing could induce the chief steward to let us have any more. Rules were rules, it appeared, and rations would be issued on Friday, not earlier, even if this were only Monday! One of the things one learns in such circumstances is that with a real thirst the presence or absence of milk is utterly unimportant. It is the tea or coffee that counts.

#### Tending the Cattle

After that first dinner was over we went below to feed the cattle more hay. This it appeared, had to be broken out of bales and shaken up with forks, and as we performed this duty I was able to form an opinion of the interior of the cattle decks. The steers stood along each side of the ship looking inwards, the hatches being arranged down the middle. The animals were penned in by two heavy boards, one along the deck and the other higher up, known as the head board, both being nailed to heavy



"Yarning" on deck after dinner.

stanchions firmly wedged between the deck and the roof (as a landsman would call it). Each animal had a head rope, which was passed through a hole in the head board and knotted, thus holding each in place and allowing sufficient rope to lie down. A little trough for grain ran the entire length and likewise a pipe overhead for water. The hay job ended, we had the exacting duty of making each steer fast, and this proved to be no easy task, when one considers the knocking about the creatures had received and the nervous state they were in. However, with strained muscles and blisters innumerable the job was done. Thereafter followed in quick succession the serving up of more hay, and a short session with brooms, after which our first day ended.

Soon darkness fell. We watched the twinkling lights of old Quebec city as we lay on deck and rested in the warm evening air. High up the Chateau Frontenac lifted its glittering tiers of windows ablaze with lights, while beyond the silent old Citadel loomed dark and forbidding. Our last letters went ashore with the pilot and we lay down to sleep, some on deck, some below, deeply appreciative of the freedom and informality of this mode of travel.

At 4 a.m. dawn just peeping through, we were awakened by the somewhat poetic summons of the nightwatchman, who cried aloud in stentorian accents: "Gentlemen, gentlemen, all good gentlemen, think of the poor cattle's welfare!" Personally I thought infinitely more of the steaming cup of coffee which he always remembered to provide for us, but down below we tumbled, to start watering and breaking out of more hay. That ended, we took up the hatch-covers and hauled up endless bales of hay and bags of grain for next day's feed. This programme was kept up until seven o'clock,

when the breakfast call was heard. Did ever coffee taste so ambrosial to throats parched with dust, nor was ever breakfast more avidly devoured by men with strained muscles and aching backs! Every minute of those open-air breakfasts, eaten on deck, was relished to the utmost, more particularly as we might enjoy some free time until nine o'clock afterwards.

By this time the cattle were ready for more fodder, this time a feed of oats, and a clean-up was next in order. We were now able to stretch out in the sun on deck and sleep if we so preferred until two o'clock with dinner as a pleasant interruption. During the afternoon the same routine was carried out, more water and hay and after tea, the usual tidy-up.

#### Newness Wears Off

The novelty of ship life and routine lasts about two days, after which muscles long since grown soft with leisurely living begin to feel the strain and things take on a far less rosy aspect. Land is by now long disappeared, and Liverpool many knots distant. Where we had at the beginning revelled in shower baths under the deck hydrant, we found ourselves, as time passed and muscles grew stiffer and more painful, succumbing to sleep at the slightest provocation; so much so that the foreman enquired sarcastically if we thought this was "a bloomin' excursion." Day after day, the same thing was carried out, hay and water, water and hay, until one bright youth conceived the idea of measuring the distance across the Atlantic in terms of bales of hay placed end to end!

One's companions naturally make for a good deal of pleasure or vice versa on such a trip as this. Ours was good company as shall be related. There was a returning student at Oxford, holder of one degree as well as being a brilliant

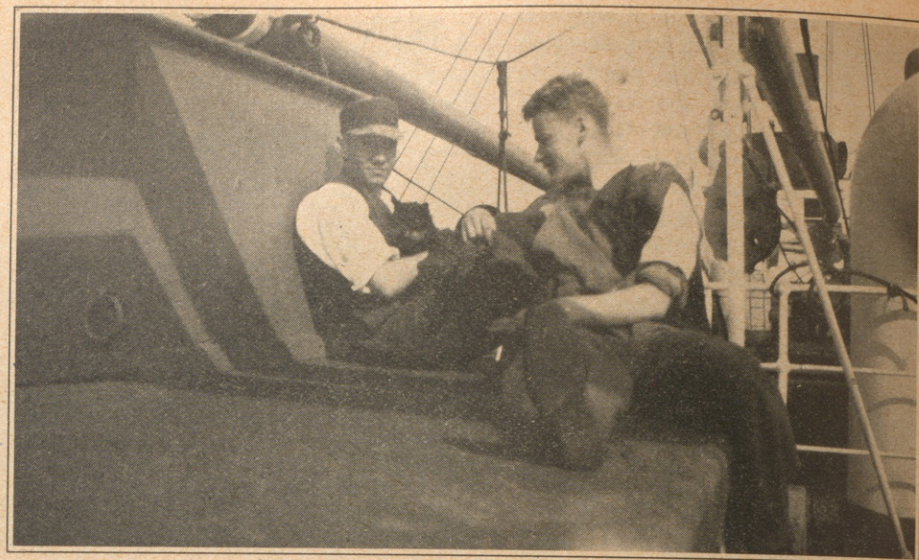


Rhodes scholar, possessed of charming manners and an accent oddly at variance with his fellow-workers. He was continually tormented with the fear of seasickness, and in the end was not disappointed, although the only man on board to succumb. Then there was Paddy, from Belfast, a never-ending source of fun and repartee. Paddy had sailed many seas and could tell us many tales of adventure in far-off ports. He had, according to his own story, no particular reason for making this trip on the Gloria except "why shouldn't he be afther seein' ould Ireland agin?" He was probably a heart-break to his foreman but he was hailed with joy by his pals.

And then there was Frank, otherwise known as the Rev. Francis—, with whom I cemented a fast friendship. He suffered untold misery throughout the voyage from the torments of hay-fever, which he contracted on the first day and which never left him throughout the trip. Though he spent sleepless nights on its account, he never once gave up or complained, and only sufferers from this peculiarly distressing affliction will be able to appreciate just what his pluck meant. Although he had been crippled by the war, he was apparently blessed with inexhaustible strength and the cheeriest of dispositions. The rest of the men were for the most part Englishmen who had not found things to their liking in Canada and were making for home as fast as possible.

#### Land Is Sighted

The inevitable query, "When do we sight land?" was soon on every mouth. All sorts of times were hazarded but Sunday was finally agreed upon as the



A Toronto minister and Manitoba's Rhodes Scholar snapped off duty.

earliest possible date, and so it eventually proved. Paddy hailed the first sight of 'ould Ireland' with delirious joy, and the rest of us were excited because it was just any land. Preparations were now made for landing. All spare stores of hay and grain were brought up and placed in convenient spots on the main deck. Our spirits rose visibly and everything seemed idyllic. It appears that sailors coming home never go to sleep the last night but prefer to this state of mind as 'the channels' or 'channel fever'. That last night, therefore, was passed minus sly slumber and soon the pilot was aboard, taking us to the landing stage where our cattle were taken ashore by the most strikingly picturesque Englishmen, garbed in the primmest of brown smocks and gaiters and with ruddy round cheeks. We ourselves were trans-

formed in the twinkling of an eye into shore clothes. Gold watch chains and similar accessories appeared from nowhere and the amateur cattlemen became once again men about town, even if they did have to carry their luggage ashore.

Before we left the ship, return passes good for the same boat, leaving in a week's time, were given to us. A lengthy stop-over can always be arranged on payment of a few pounds deposit to the shipping company and is an excellent idea. It might be interesting to ascertain just what percentage of amateur cattlemen ever do duplicate their arduous experience within a week's time. I, for one, did not!

#### PAY-DAY

"'Twas the night before pay-day,  
And all through my jeans  
I was searching in vain  
For the price of some beans.  
But nothing was doing,  
The milled edge had quit—  
Not a copper was showing  
Not even a 'jit.'  
Forward! Turn forward!  
Oh time in your flight,  
Make it tomorrow just for tonight!"  
—Progress Monthly.

An Iowa farmer, knocked down and about to be rammed by a bull, was saved by a railroad engineer, who, seeing the man in danger, blew several sharp blasts attracting the bull's attention long enough for the farmer to escape.

An overheated pan of grease in a railroad restaurant damaged wire service of the New Haven lines to such an extent that traffic was tied up for several hours. Telephones were temporarily used to dispatch main line traffic.

HARRY S. IVES

J. A. BECHTEL

## Crown Fish Market

Operated by

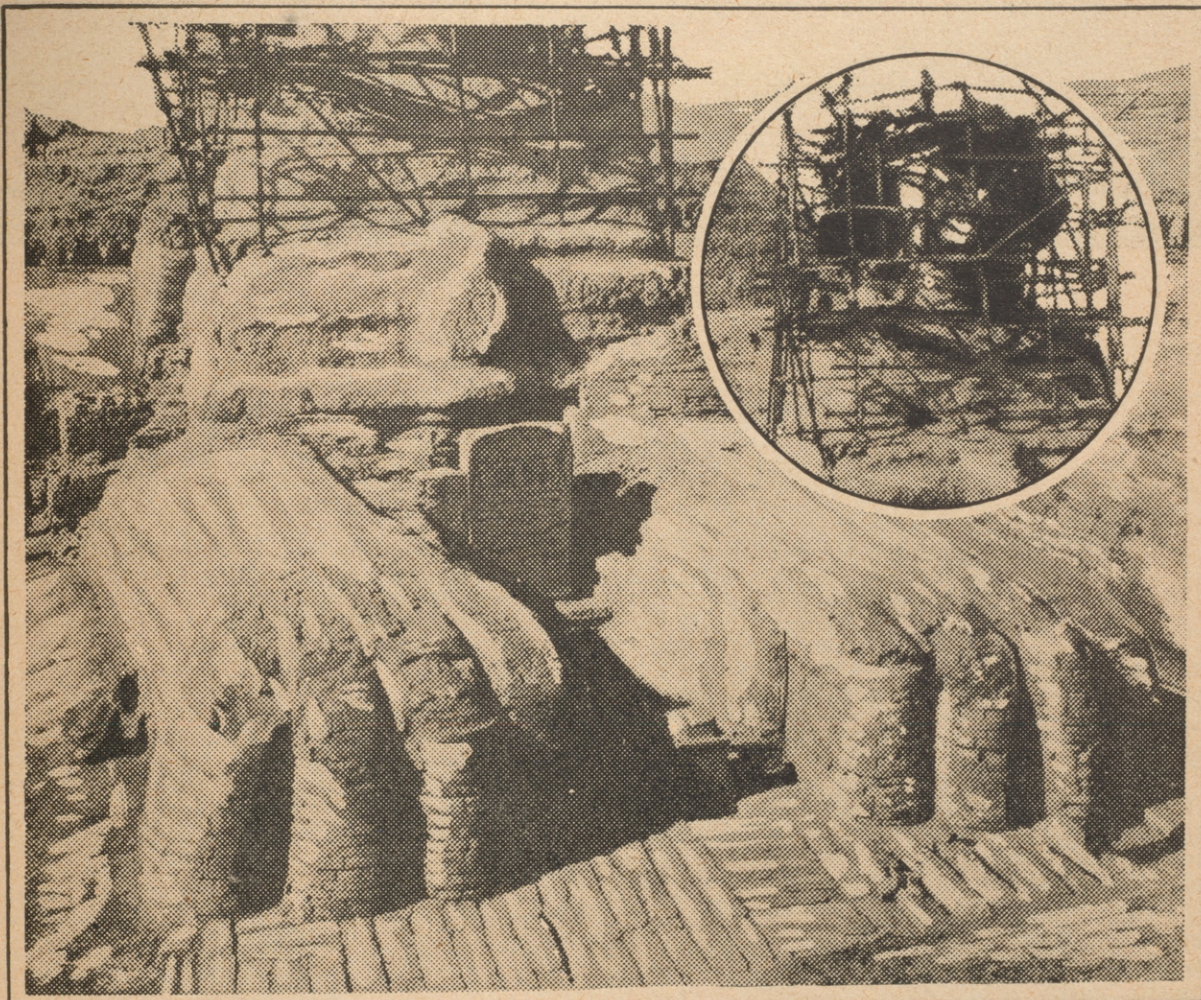
**H. SAMUEL IVES FISH MARKET LIMITED**  
**Wholesale Producers and Shippers**  
HIND'S WHARF, VANCOUVER, B.C.

Purveyors to

**CANADIAN PACIFIC RAILWAY, COAST STEAMSHIPS,**  
**DINING CAR SERVICE, MOUNTAIN HOTELS DEPT.**



## Paws Of Sphinx Are Brought To Light



The paws after thousands of years. Inset—Scaffolding to prevent Sphinx losing his head.

Buried deeply in the burning sands of Egyptian deserts, the secrets of former civilizations had lain dormant for centuries until intrepid explorers decided to give the present generation a truer history of the past. Within the last year the paws of the notorious Sphinx have been excavated from the drifting sands not far from Cairo, Egypt, under the direction of the Harvard Foundation.

Making the Round the World Cruise on the Canadian Pacific liner "Empress of Scotland," passengers spent enough time in Egypt to take a trip to the excavations this year. They found that scaffolding had been erected around the head of the Sphinx to permit workmen to make some repairs necessary for its preservation.





View from the Top of Oka Mountains

# The Pines of Oka

A Review of the Unusual Incidents which marked the Early Days of this Historic Tree Plantation

By GEORGE PEARSON

*In Illustrated Canadian Forests and Outdoors*

AS one travels up the Ottawa River, after leaving Ste. Anne de Bellevue, fifteen miles above Montreal, one comes into the Lake of Two-Mountains, which extends for twenty-five miles up to Pointe Fortune and Carillon on the Long Sault, where Dollard and his twenty companions, nearly three hundred years ago, turned back a thousand Iroquois, gave up their lives and saved Montreal.

Almost from the moment of leaving Ste. Anne's, the eye is caught by the remarkable appearance of the pine-clad slope of Oka Mountain, on the northern shore of the central portion of the lake, where it swells to a three-mile width of graceful proportions. The entire face of the mountain is covered with pines, a dark mass of solid green amid which the Stations of

The Way of the Cross, the Oka 'Calvaire,' gleam whitely in the distance. Tall and straight, they stand,

and even at this great distance, they plainly stand in rows as regular as those of corn, each tree spaced as with a rule, row following row as far as the eye can see, the whole a vision of ordered beauty.

It is plain that this is not the result of chance, that it must be the work of men's hands, which in fact it is, those of les Messieurs de St-Sulpice, the Gentlemen of St. Sulpice.

Time was when the Sulpicians owned the entire Island of Montreal; some two hundred years ago, the Superior of the Order paid the indebtedness of the Compagnie de Montreal, and in exchange they became owners of the Island, choice portions of which they still retain; the mother house for North America is still on Bleury Street, Montreal, and behind its high stone walls one hears now the voices of playing children from



The Sand Pit on the Slope of Oka Mountain where the Sulpicians planted the rows of young Pine trees.



the stone-paved court-yard that in other times knew best the clang of arms.

Early in the eighteenth century, the Sulpicians received from the King of France, the Seigneurie of Two Mountains, now the county of that name, in which Oka is situated, where they established a monastery. Like most religious orders of that nature, they have always maintained in some degree the traditions which made the religious houses of mediaeval times the repositories of all learning, and their priests the teachers of all outside their walls. Nor was such learning and teaching confined to books; the monks worked in the fields and by their example spurred common men to greater effort and better methods of farming on their own land.

Thus, 40 years ago, when a great sand-pit on the side of the mountain, which grew each year, threatened to destroy the fruitfulness of the countryside, the Gentlemen of St. Sulpice proceeded to remedy the evil by a method which has only in comparatively recent years become recognized by the general public, namely: Tree-Planting.

In those days, the mountain was only partially covered by a scattered growth of pine between which the smaller deciduous trees and brush struggled for existence, and on the Oka slope of the mountain even this growth was limited. The sand-pit grew. The melting snows of each Spring and the pouring rains of each Summer added to its length, and in the Autumn, when the sand had dried and the heavy winds came, they scoured the hillside and whirled the sand in deep blankets upon the Sulpicians' fields, and eventually what had originally been a small sand gully on a bare hillside became a huge white gash that extended for a quarter of a mile back into the country and grew and grew.

It was then that the Gentlemen of St. Sulpice planted the present forest.

But they had reckoned without the Iroquois. A small fragment of that tribe has always been at Oka and originally they had been part

of the Sulpician congregation, but owing to various troubles which arose and which in themselves constitute a most interesting story, about 1862 they seceded from the Roman Catholic faith and became Methodists!

Not only that. An Orange lodge was started and the Indians joined it in a body!

From that time on, until about 1900, a series of clashes marred the relations of the Iroquois and the Sulpicians. The Indians had always looked upon the land as their own, and, as a result, had been accustomed to cutting such fire-wood and wood for building purposes as they needed, a custom which had not been interfered with so long as they recognized the spiritual authority of the Sulpicians. But when the break occurred the latter began to

he carried, and scalp him on the spot; and he was only prevented by his own sons. But here was the only moderation shown, for the Indians scattered and set fire to the buildings and destroyed them all, from church to stables.

It was several years and after many pitched battles with the police, before the Indians were all arrested, and a curious thing happened. The case was dismissed: the Iroquois were not guilty! This was in Aylmer, Quebec, about 1870.

Chief Joseph Akwarenthè, one of their principal men, is credited with having evolved the following very remarkable plan of legal defence. He is said to have instructed his followers before the trial, that when people swore on the Bible in court, they swore "not to tell the truth!"

His simple followers are said to have followed his advice to the extent that each and every man of them stood up in court and "lied his head off" from the most devout motives; and that was that.

As a result of this continual strife between the Iroquois and the Sulpicians, when the latter planted the pines around the sand-pit, the Indians were greatly incensed because they considered the land theirs and resented the fact that they had not been consulted, and because, of course, they had no idea of the value of the tree-planting nor the good it would do them; nor was this explained

to them. In consequence, there were ugly threats, the least of which was that they would pull up all the young pines. There had been too many serious clashes for the Sulpicians to disregard the dangerous possibilities of another; so they built a stout fort of three thicknesses of planks on the brow of the sand-pit and installed armed guardians in it. The Indians prowled around, but the guards watched them and the young trees and nothing untoward occurred. This condition lasted for some time and the guards grew careless.

One Sunday morning, as the Indians from the country districts came into Oka to church they noticed that the fort was deserted; the guards, their suspicions lulled to sleep, had gone to Mass.



A few of the neat rows of Pine trees planted by the Sulpicians to stop the sand encroachment—which purpose they have admirably fulfilled.

exercise their authority over the land; they forbade the Indians to cut any wood.

The Indians took no notice of the order and continued to cut such wood as they needed. Thomas Akwarenthè, the descendant of a long line of notable Iroquois chiefs, cut a quantity of fire wood, hauled it and piled it in his dooryard. During his absence, the wood-rangers of the Sulpicians came and hauled it away and piled it in the courtyard of the presbytery at Oka. That night, the Indians rose and attacked the monastery. Father Laconte, the Curé, came out and endeavored to reason with them, but their passions were aroused and he could not secure a hearing. Instead, the old father of Akwarenthè seized the Curé, and was about to brain him with the axe



No time was lost. Posting one man out on the road to recruit any other of the Iroquois who might happen to pass that way, those on the spot proceeded to set fire to the fort and to uproot the young pines. They ran from tree to tree along the rows, tearing them from the ground until most of the careful work of the Sulpicians had been undone; and there was scant attention paid to the service in the little Indian church that Sunday morning; the women and children of the congregation stood clustered around the church door watching the burning fort and the busy ant-like figures of their men as they rushed back and forth on the mountain-side, uprooting the young pines.

But the Sulpicians were not to be beaten. They planted them again, and this time they remained; and the sand-pit has almost disappeared, the erosion and the sandstorms entirely so.

Today, the younger Indians ask: "But why were our fathers so foolish?" and they resent such needless destruction, for they have learned the value of forests and know that the work of the Sulpicians was for the good of the entire countryside

and all the people in it. And it is because of their enlightenment, and perhaps also because of a greater tendency on the part of the French people to treat the Indians as equals,



Father S.R. Tranchemontagne P.S.S.  
Curé of Oka and present Head of the  
Gentlemen of St. Sulpice.

that the old bitterness has now entirely disappeared and the two races live in amity, respecting each other and with a complete absence of religious strife.

The buildings of the Sulpicians, which the Iroquois burned, were replaced, and the Order continues to be the outstanding factor in the life of Oka today, under the guidance of the Curé of Oka, Father S. R. Tranchemontagne, P.S.S. (which stands for Priest St. Sulpice, and the literal translation of his name being "Cut-mountain"). He says:

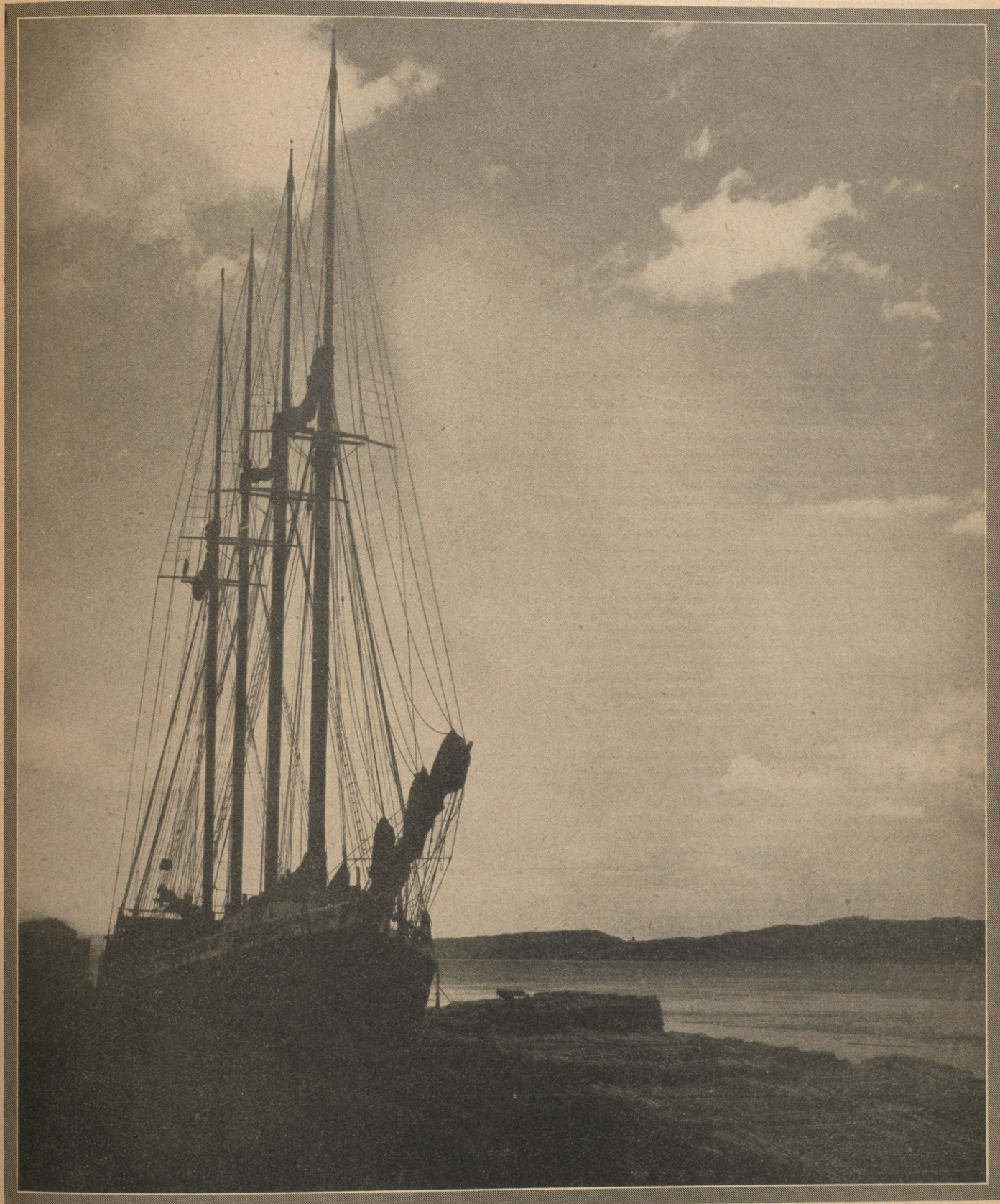
"The planting of the pines has been a great success without equal. It was a question to stop an avalanche of sand which had lifted up the soil in only one night for three or four feet in 1886. I helped at the planting begun in October 1896. We started with 10,000 young pines of two feet six inches in height, and never more than three feet, planted perfectly in line, to offer a barrier to the sand. The result of this first planting has been so marvelous that we shall continue it up to one hundred thousand. There remains eighty-six thousand to do."

"This was the work, and I dare say the triumph, of my venerable predecessor, M. Daniel Joseph Lefebvre, Priest of the Seminary of St. Sulpice and Curé of Oka, who died on the 7th of September, 1915, at the age of eighty-six years."



The Upper Melbourne district in the Eastern Townships of Quebec.





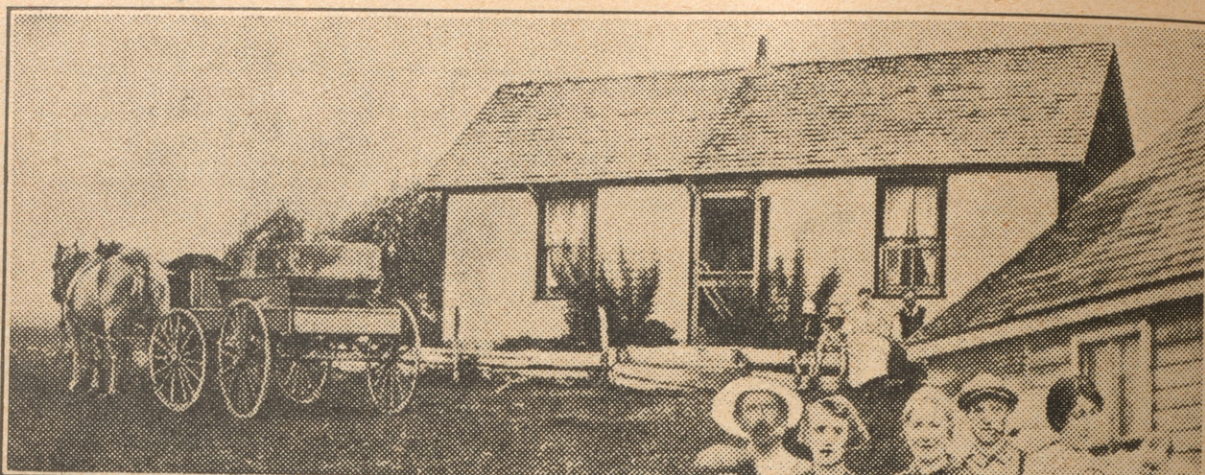
## EVENTIDE IN THE MARITIMES

A picturesque "four-master" awaiting loading in the Bay of Chaleur,  
at Campbellton, New Brunswick

—Canadian National Railways photo.



## Hebrideans Happy In Canadian West



The House with the neatly curtained windows.—The Galbraiths on the porch.

Rapidly carving out new homes in Western Canada far from their native land, the Hebrideans have settled down with a determination to succeed in their adopted country. At Evarts, near Red Deer, Alberta, it is evident that the women take great pride in their culinary accomplishments. Mrs. Neil MacLean, one of the Hebridean matrons told how she got a book and learned how to make cakes. "A woman," she said, "one of my neighbours, taught me how to make bread and I bake twice a week. I never saw bread before, till I came to Canada, but we all like it better than bannock now."

Mrs. MacLean's husband was a sailor and fisherman in the Hebrides and was always away. Mrs. MacLean now feels that it is good to have him at home on the farm as they feel so much more settled. On the Island they had a small croft of twenty-five acres and kept two cows. Mrs. MacLean did the work while her husband was at sea. The whole family worked from dawn till late every night and yet they could not make enough to feed themselves. So they finally came to Canada.

On their new farm of 160 acres near Evarts, Mr. and Mrs. MacLean, with their eight children, have been settled for over two years. This year they threshed 100 acres of grain. One of the girls, who had some years of experience in service in the old country, is employed at Red Deer as a housekeeper at a very comfortable wage while six of the eight MacLean children attend school in the district of their farm and Mrs. MacLean says that they are all very fond of their studies. The proud mother explained that "At home they did not like the master and would cry when I made them go to school; here they holler if they have to stay at home."

Now there is a garden so that there is little need to buy from the store. The thrifty housewife canned peas, beans, carrots, beets, and peaches and plums, all of which she exhibited. There was a flock of promising turkeys in the yard. When asked if she would have a turkey for Christmas, her face lighted up. "Oh, yes," she said, "we will have a turkey and we had one last year and I sent one to 'Granny' in

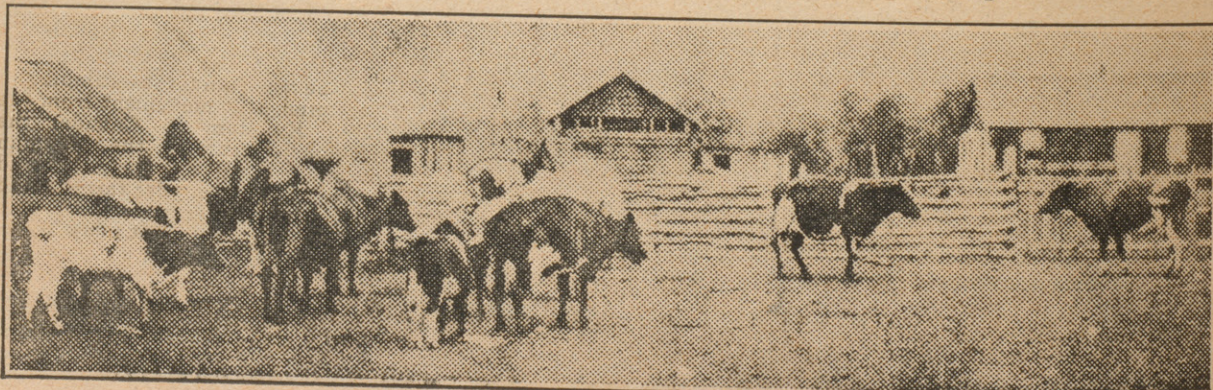


A Typical Hebridean Family.

Red Deer. That is more than I was ever able to do at home. And we are gaining all the time. I have brought out two brothers since we came. They are working at threshing now and expect to have enough money by next spring to buy farms."

Another couple from the Hebrides, Mr. and Mrs. Galbraith, have a pleasant little cottage with fluffy muslin curtains at the windows. This year they had a very fine crop and they have quite a number of good horses. The Hebrideans about Evarts are assisted and advised by experienced farmers and given kindly explanations when the ways of this new land seem strange and inhospitable.

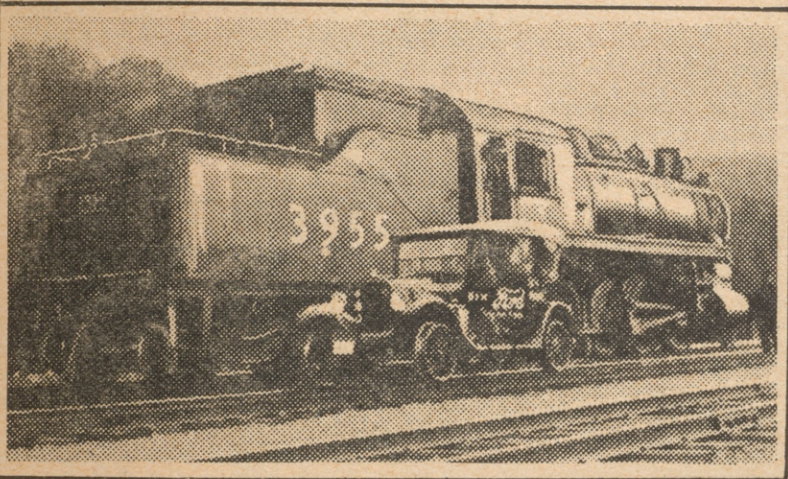
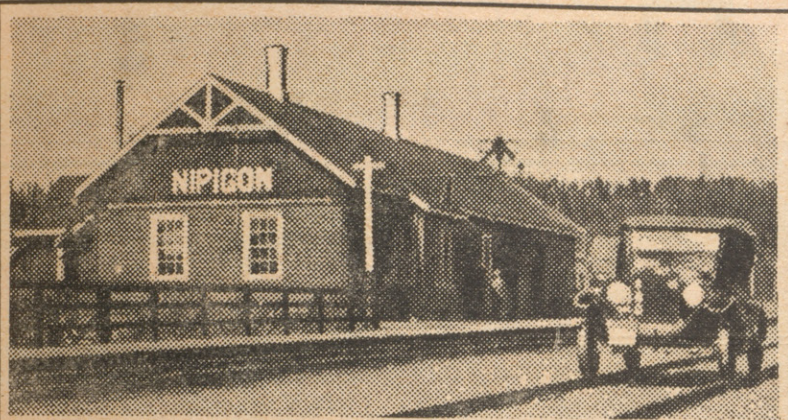
A short distance from Red Deer, in the vicinity of the former industrial school, are a group of twelve cottages, erected by the Scottish Immigration Society for the purpose of giving temporary accommodation to the Hebrideans while they are endeavouring to become located on farms. These houses are at present occupied by widows and their families and work is secured for the children who are old enough to go out to service. The younger children attend school in one of the Industrial buildings.



The MacLean Farm near Red Deer.



## Ocean to Ocean in a Ford



Commemorating the twenty-first anniversary of the Ford Motor Company of Canada, J. Flickenger, accompanied by a member of the company's publicity department, travelled from Halifax, Nova Scotia, to Vancouver, British Columbia, in a standard Ford touring car, covering 4,794 miles, of which 853 was done on C. P. R. steel tracks. They started out on September 8 and reached Vancouver towards the end of October.

The trip was made entirely on Canadian territory and motion pictures, which were taken along the route, were presented to the Dominion Government for educational purposes. Except where it was necessary to change to flanged wheels for railway tracks, the car made the journey on its own wheels, Mr. Flickenger reporting only three punctures throughout the trip.

The Canadian Pacific Railway co-operated to make the trip a success. The first change to flanged wheels occurred at Quebec Bridge where the automobile took to the tracks. The second change took place north of the Sault. Then there was a shift to the rails of the Algoma Central and the party proceeded for 195 miles of track to the Canadian Pacific crossing at Algoma Central. The car then switched to the other line and followed along the north shore of Lake Superior as far as Schreiber. Mr. J. J. Scully, general manager, Western Lines, Canadian Pacific Railway, met the party here, who proceeded along the rails to Nipigon. At Ignace, J. J. Horn, C. P. R. divisional superintendent, made arrangements for the use of the rails again, reducing a collision with trans-Canadian trains to a minimum. Before reaching Vancouver the car made several other changes to tracks where there were no roads or where the roads were impassable for automobiles.

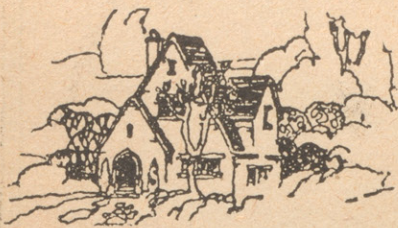


### Farmerette for Canada

The smile on the face of Miss Helen M. Pierce, of Liverpool, is due to the fact that she was the first girl of that city to receive permission to go to Canada under the new £3 scheme which provides for the transportation of agriculturists and household workers from Great Britain to Halifax, Saint John, or Quebec for the sum of £3. Miss Pierce is shown here on board the Canadian Pacific liner Montnairn on which she arrived in the Dominion recently.

By the new plan for the stimulation of an immigrant movement from the United Kingdom to Canada, the Imperial Government, the Canadian Government, and the steamship and railway companies, offer farmers and domestic workers transportation to a destination in Canada at a lower rate than has been known in a generation.





# HOME-MAKERS

## Real Home Happiness

"SURELY that is the doctor's business", I can hear someone saying. "What has sleep to do with the happiness in the home?"

The point is, what hasn't it? I believe that more homes have been made unhappy by either husband or wife suffering from bad sleep than for any other reason. Unless you have sleep to the right amount, and really good sleep at that, you simply are not fit to associate with your family or your work-mates next day. And not one person in a hundred really sleeps well—in town, at any rate.

I am not going to say a lot about the bodily reasons why you don't sleep. You have read dozens of articles on the subject; about what not to eat and drink at bedtime, what not to do with regard to open or closed windows, and bed-clothes. But the question is, do you know what sleep is, and why it is so important to you?

Poets have written about it, artists have painted their conception of it. I once spent five weeks reading books written about it that are in the British Museum, literally hundreds of them. A great poet has called it "the balm of woe, the prisoner's release", and doctors tell us that it is the time taken by the body and nerves to recover from the strain of the day. In addition, it is the time during which the brain rests and "changes its mind", as it were.

If you don't sleep well, serious things happen to you. Your body is tired. But your body can get tired with many things, and you don't feel depressed and miserable and irritable about it. The reason why you are so tired when you don't sleep is because your nerves have not had a rest and are frayed and jagged. And your brain has the same old, stale worries it had yesterday.

Most women do not sleep enough. They are kept awake by babies, in many cases; they are kept awake by worries, by lack of fresh air and by over-tiredness. A man, tired in his body by his day's work, and relaxed by an evening's rest, sleeps pretty easily. A woman usually keeps on with some sort of job till the moment she goes to bed. She has run about the house all day, or been out shopping, making herself tired. She has, in most cases, had no relaxation at all, and when evening comes and the children are in bed, instead of resting or going out or reading, she starts mending.

A wife who values her home happiness will take a few hours off every evening for refreshment of mind and body. How can you, if you are worrying all day about the

### "IF THERE WERE DREAMS TO SELL"

THOMAS LOVELL BEDDOES is a poet whose fame hangs upon two or three lovely lyrics. They are masterpieces of intense diction, exquisitely expressed.

If there were dreams to sell,  
What would you buy?  
Some cost a passing bell;  
Some a light sigh,  
That shakes from Life's fresh crown  
Only a rose-leaf down.

If there were dreams to sell,  
Merry and sad to tell,  
And the crier rung the bell,  
What would you buy?

A cottage lone and still,  
With bowers nigh,  
Shadowy, my woes to still,  
Until I die.  
Such pearl from Life's fresh crown  
Fain would I shake me down.  
Were dreams to have at will,  
This would best heal my ill,  
This would I buy.

little affairs of home, expect to be a pal to your man, or a real mother to your children? The man wants so much more of you than mended clothes, a clean, well-run home and good cooking, and so do the children.

A wife is a friend; a mother is, or should be, a guide and pal to her children. And if she does not refresh her mind in some way she cannot be this; and if she does not rest and get her mind off worries in the evening, she will not sleep well. And how can she, then, tackle the problems of the next day?

There is another thing, too, that spoils sleep. That is quarrels or disagreements during the evening. It is a dreadful thing to go to bed on a disagreement, especially when you have to sleep with the one you have squabbled with! Don't go to bed bad friends! Kiss and make it up before you say good-night.

### TRY THESE RECIPES

#### Fig and Nut Salad

THIS is made as follows:—Take half a pound of figs and chop them fine with a few pecan nuts, a small cupful of finely chopped pineapple, and a small green pepper. Mix with a rich mayonnaise dressing, place on white lettuce leaves, and garnish with olives.

#### Macaroons

Three oz. ground almonds, three oz. castor sugar, one white of egg, half teaspoonful almond essence, a few whole sweet almonds.

Mix ground almonds and sugar together in a basin, moisten with white of egg and almond essence, and make into biscuit shapes. Put whole almonds on top and bake on greased paper in moderate oven till a golden brown.

## Don't Spring Clean Like This

TALK about it all weeks beforehand, getting hubby well strung up to the terrors ahead. Then, when everything has been settled, everyone more or less resigned, and the fatal day almost nigh, put it off for yet another week!

Be weak-minded enough to allow painters paperers, plumbers, upholsterers, carpet-beaters and art furnishers to take possession of the house at one and the same moment believing them all implicitly when they assure you they cannot possibly come on any other day.

Send all the carpets away at once to be beaten, also all the curtains to the laundry

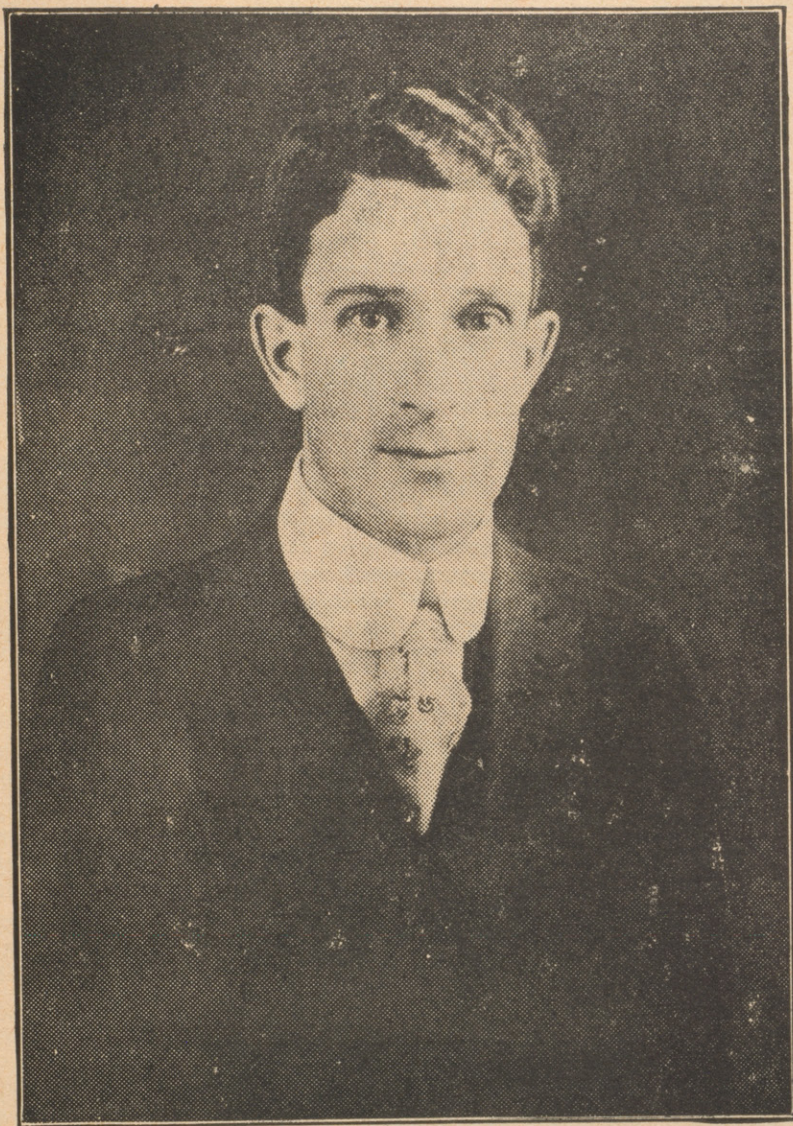
and various indispensible mattresses to be re-covered. Fear not.

Tinned food was first invented by the man whose wife was the original spring-cleaning fiend. Get in a good stock, and forget the tin-opener.

Choose a nice wet day for the start of the operations. Beat all the mats in the garden on a neighbor's washing day.

Remember that you can't possibly keep clean and get the work done thoroughly. If hubby mistakes you for the charlady or a female sweep when he returns from work, it is quite clear that your house is going to be really well cleaned.





### Humane Society Reward C.P.R. Hero

**I**n recognition of his heroic action when at great personal risk he rescued a lady from being crushed under a tramcar, Joseph Tammaro, clerk and stenographer in the Investigation Department of the Canadian Pacific Railway, had been presented with a certificate of the Royal Canadian Humane Association in the offices of the department at Windsor street.

The presentation was made by Brig-General E. de B. Panet, chief of the department of Investigation who in handing over the parchment to Mr. Tammaro stated the whole department was proud to think he had so distinguished himself at the risk of his life for an entire stranger. It was a very gallant action and one that they all admired.

Mr. Tammaro in reply said he would not hesitate to repeat it if the occasion arose.

The accident occurred in July 1923 on St. Catherine street. A lady crossing the thoroughfare fell on the tramcar tracks as a car was approaching. The conductor had no time to pull up and she would have been run over, but for the presence of mind of Mr. Tammaro who dragged her to safety at the cost of spraining his ankle.



# Trade Unionism in Great Britain

By H. A. SPENCE, Business Agent, District 82, I. A. of Machinists

*A great deal of misconception exists in the minds of the average member of the Trades Union Movement of this continent, relative to the composition of the movement in the British Isles. Often statements are made that are entirely contrary to facts. Particularly do these assertions deal with the form of organization, the methods and the composition of the movement on this side of the Atlantic, possibly with a view to disparaging the latter. The Railroader is indebted to the author of the following article, Mr. H. A. Spence, of the Machinists' Union, for his able outline of the British Movement. Mr. Spence has carefully handled the subject and quotes authorities that are beyond question. He clearly demonstrates that insofar as the question of solidarity is concerned, the Movement on this continent does not suffer by a fair comparison. His article should go a long way to clear up misunderstandings and should prove valuable to the students of the Labor Movement in general.—Ed.*

THE labor organizations of the present day in Great Britain offer opportunity for a study of trade unionism in almost every stage of development. There are (a) single craft unions, simple in form; (b) amalgamated unions, where two or more closely related crafts have come together; (c) other amalgamated unions, which, as they developed, have absorbed craft after craft; (d) unions closely resembling industrial organizations; (e) unions which might be better described as occupations groups; (f) those composed of associations of federated groups, organized almost without regard to trade or occupation; and (g) the federated groups, quite a few in number, closely linked together. It might be well, however, before proceeding to deal with the present day trade union movement, to consider briefly the early efforts of the workers of Great Britain to organize and some of the laws enacted to restrain them in that direction.

## Statutes Against Combinations

Strictly speaking, there is no trace of anything that might be called a trade union prior to the 18th century. We find that it is only after the year 1700 that the manufacturers began to complain to Parliament regarding combinations of workmen. From that time, as the century advanced, these petitions became more numerous. However, from 1350 to 1824 there existed statutes according to which wages, hours of labor and conditions of apprenticeship could be regulated only by the State, and therefore made all combinations which tendered to interfere with these matters illegal.

True, there were the craft guilds, but in the best days of the guild-encircled handicrafts the journeyman was only a temporary wage earner. Later, he would become a master, and the relation between the mediaeval journeyman and his master was a close and personal one. The guilds included both workman and master and they belonged to the same social class. The London Weavers were spoken of as a craft guild in the time of Henry I. (A.D. 1100), while the Goldsmiths' Guild claim to have possessed

land prior to the Norman Conquest, and was fairly powerful in the days of Henry II., A.D. 1154. The guilds tried to secure good workmanship on the part of their members and attempted to suppress the production of commodities by persons not members of it. They also took care to provide a supply of competent workmen for the future by training young people and thus arose the apprenticeship system. Near the close of the Middle Ages, when the guilds took on the form of close corporations, combinations of workmen sprang up in conflict with the employers, and here we have something bearing a semblance to the trade unions. This condition could best be described as "the embryo stage of trade unions."

The Statutes of Laborers (Edward III.) was enacted in the year 1350 at the behest of the landholders, and sought to regulate wages by compelling all workers to accept the same remuneration as had obtained before the Great Plague of 1348. Any lord of the manor granting more, was to be mulcted in treble damages. A similar act passed in 1362 sought to fix the wages of tilers and to prevent them from being en-

hanced by reason of damages done to roofs by storms. This was supplemented by another statute adopted the following year. At this time, the workers appear to have been fairly prosperous, and, in order that they might not become too presumptuous, we find an act passed in 1363, enjoining "carters, ploughmen and farm servants generally not to eat or drink excessively or to wear any cloth except blanket and russet wool of twelve-pence." It was further sought to restrict the amount of food consumed and domestic servants were declared to be entitled to "only one meal of flesh and fish a day, and to be content with milk, butter, cheese, and such other victuals, at other meals." The laws do not appear to have had much effect on the workers concerned.

In 1383 we find the authorities of London issuing a proclamation forbidding all "congregations, covins, and conspiracies of workmen," and by it was suppressed an organization of shoemakers. In 1396 in similar act resulted in the suppression of a group of saddlers. During the reigns of Edward IV. and Henry VI. 1422 to 1471, two laws were enacted against combinations, congregations and chapters of workmen. The working class resented and resisted these oppressions and vigorous measures were adopted with a view to forcing them into submission. An act was passed in the reign of Edward VI. (1547) which inflicted heavy punishments on those refusing to work for statute prices. For the first offence, the worker was branded with the letter "V" (vagabond) and reduced to slavery for two years. If he attempted to escape, he was branded with an "S" and became a slave for life. If he objected to that condition, he was hanged. From 1350 there existed a statute by which wages and conditions of labor were regulated by the justices in quarter sessions, and this power continued under legal sanction until 1812.

In the sixteenth and seventeenth centuries the laws provided that "journey-men should make no unlawful assemblies, brotherhoods, congregations and flockings together." The act of Edward VI. 1547, was confirmed by Charles II. and remained in full force and effect until repealed by George IV., 1824.



THE AUTHOR.





BOB SMILLIE, M.P.,  
Veteran leader of the British Miners.

The act of 1548 endeavored to make more stringent the laws against combinations of workmen, and provided that any one convicted for the third time of having joined such a combination had an ear cut off. It also provided other severe punishments. The Combination Acts of 1799-1800 applied to all combinations of workmen who were relentlessly persecuted for participation in organized resistance or for associating themselves in any manner with the formation of a labor union. It was not until 1795 that workmen could legally travel in search of employment outside their own parish. As late as 1768, an act was passed to compel London tailors to work from 6 a.m. to 7 p.m. However, the numerous attempts to regulate wages and conditions of employment by act of Parliament were nearly all failures.

The Combination Laws were repealed in 1824 and advantage was taken of the freedom of association to come together and discuss questions of mutual interest. However, in the following year, the employers succeeded in persuading Parliament to declare illegal any action which resulted from these deliberations. It was not until 1871, when the Trades Union Act was passed, that the trade unions were made legal societies, and their membership freed from prosecution for conspiracy. This act was further amended and extended in 1876, and has been subsequently amended to suit present day conditions.

#### Some of the Older Unions

One of the earliest combinations, based upon the principles of the present day friendly societies, was the

Watchmakers' Society and Norman Society, established in London, in 1703. Another early organization was the Journeymen Tailors of London and Westminster, which was the subject of a complaint to Parliament in the year 1720. The Friendly Society of Iron Founders was organized in 1810 and used to hold its meetings on dark nights on the peaty wastes and moors of the highlands of the Midland Counties. Its archives were buried in the peat. Organizations were springing up everywhere, many of them using the "burial society" method as a mask to hide their economic activities. In 1829 the Grand Central Union of the United Kingdom was formed to include all male cotton-spinners and piecers. It was followed in 1830 by the National Association for the Protection of Labor, with the idea of embracing all wage workers and was composed of about 150 local unions in the textile industry and other trades. The Builders' Union, representing many sub-divisions of the



ARTHUR PUGH, J. P.,  
Chairman, British Trades Union Congress  
and Secretary of the Iron and Steel  
Confederation.

building industry, followed in 1832. By far the greatest experiment of the general union type was the Grand National Consolidated Trade Union of Great Britain and Ireland, founded in 1834. It was, however, a federation of autonomous unions.

#### Registered Unions

The Report of the Chief Registrar of Friendly Societies for the year ending December 31st, 1924, contains much interesting information regarding the British Trade Union Movement, although it is not by any means a complete survey of the organization of

workers along trade union lines. Although the registrar reports on close unto six hundred distinct trade unions, he reports also that this is only half the number known to the Ministry of Labor. It is significant that the unions so reported on, the registered unions, cover 80 per cent of the total trade union membership of the British Isles. Further on in this article will be found a table giving the total number of trade unions, by industries, together with the number of members.

The Registrar informs us that the membership of registered unions has declined by 2,500,000 since 1920, the loss in 1923 alone being 150,000. The total membership registered at the close of the year is given as 4,400,000. The funds show an increase and totalled nearly £11,000,000. Over £1,000,000 was expended on unemployment benefit over and above the £2,500,000 recovered from the Ministry of Labor. During 1923 and 1924 there were 34 new unions registered and 63 removed from the register. Twenty-six unions were dissolved and twenty-two removed from the register by cancellation. Three of the new unions represented amalgamations of eleven existing unions in 1923 and two in 1924; four new unions were composed of workers in the metal trades; four in the transport industry and the others spread over several industries.

From 1914 to 1917 the number of registered trade unions remained practic-



Unique photo of the late Keir Hardie, M.P.,  
and his wife, taken on the occasion of  
their visit to Canada in the early  
1900's.



ally stationary, although there was a net increase in membership of more than a million. In 1918-20 the number of unions registered increased by 47 and the membership by 2,500,000. This outstanding development was due to the organization of unskilled workers. From 1920 upwards a considerable falling off in the number of unions is noticeable, which is accounted for partly by amalgamations and partly as a result of the depression in trade. At the end of 1922 the aggregate membership was about 2,000,000 less than in 1920. The Registrar reports that nine per cent of the membership registered were women. The Transport and General Workers' Group included 60,000 women; the Commerce and Finance Group, 44,000; the Textile Group reported the proportion as being 12 females to 11 males; in the Pottery, Bricks, etc., Group female membership exceeded the male by 2,000; in the Chemical Group the sexes were equally divided; in the Clothing and Papermaking Groups the female members represented, roughly, one-third of the total membership; while in the Professions and Entertainment Groups the proportion of female members was about one-fourth.

Of the large unions, nine, as compared with 16 in 1920, had over 100,000 members at the end of 1923. The largest was the National Union of Railwaymen, with 363,230 members, followed by the Transport and General Workers' Union, with 307,273 members; the Amalgamated Engineering Union, with 263,979 members; the National Union of General Workers, with 201,476 members; the Yorkshire Mine Workers' Association, 158,572 members; the Durham Miners' Association, 158,339 members; the South Wales Miners' Federation, 147,611; the Amalgamated Society of Woodworkers, 140,967; and the Workers' Union, with 140,000 members. Fourteen unions had between 50,000 and 100,000 members.

#### The Trades Union Congress

Although all of the British Trades Unions are not represented in the Trades Union Congress, it will be noticed, on a perusal of the following tables, that it represents four-fifths of the total membership in the British Isles.

Name	No. of Unions	Delegates	Membership
1 Mining and quarrying .....	9	179	840,543
2 Railways .....	3	29	454,924
3 Transport, other than railways ..	9	62	397,126
4 Shipbuilding .....	4	12	122,850
5 Engineering, founding & vehicle building .....	23	65	394,051
6 Iron & steel & minor metal trades	21	41	153,932
7 Building, woodworking & furnishing .....	16	41	349,658
8 Printing & paper .....	13	36	167,665
9 Cotton .....	37	66	234,864
10 Textiles other than cotton .....	17	29	152,307
11 Clothing .....	8	22	90,428
12 Leather, and boot and shoe.....	5	17	86,868
13 Glass, pottery, chemicals, food,	16	28	186,534
14 Agriculture .....	1	4	30,000
15 Public employees .....	10	22	150,627
16 Non-manual workers .....	8	14	62,845
17 General workers .....	5	60	475,760
Totals .....	205	727	4,350,982

The Trades Union Congress was founded in 1868, with an affiliated membership of 118,367. It reached its highest peak in membership in 1920, when

there were 6,505,482 members affiliated, being members of 215 unions. The figures above are for the Scarborough meeting of 1925.

#### Number and Membership of All Trade Unions for All Industries

Industry	No. of Unions	Membership at end of 1923		
		Males	Females	Total
Agriculture .....	4	78,447	1,337	79,784
Mining & quarrying .....	114	914,711	3,666	918,377
Pottery & glass .....	16	19,968	13,872	33,840
Iron & steel manufacturing .....	7	98,811	1,309	100,120
Engineering, shipbuilding & other metal trades .....	109	604,399	6,696	611,097
Cotton .....	167	141,726	227,924	369,650
Woollen & worsted .....	27	47,356	33,351	80,707
Linen & jute .....	23	9,393	23,887	33,280
Hosiery .....	10	6,729	21,933	28,662
Bleaching, dyeing, etc. ....	28	53,317	15,416	68,733
Other textiles .....	24	10,799	16,436	27,235
Leather .....	20	9,768	1,519	11,287
Boot & shoe .....	10	60,700	24,130	84,830
Clothing .....	19	31,947	44,651	76,598
Food, drink & tobacco .....	12	24,278	4,103	28,381
Furnishing .....	9	26,960	3,258	30,218
Coach building .....	3	30,153	....	30,153
Other wood trades .....	20	28,618	376	28,994
Paper, printing, etc. ....	25	130,842	48,792	179,634
Bricklayers & masons .....	3	65,032	....	65,032
Carpenters & joiners .....	1	140,967	....	140,967
Painters & decorators .....	6	56,747	....	56,747
Builders' laborers .....	8	46,910	....	46,910
Other building trades .....	30	46,231	9	46,240
Railway service .....	7	474,011	4,481	478,492
Seamen .....	11	91,777	100	91,877
Other transport .....	23	348,991	12,015	361,006
Shop assistants, clerks, etc. ....	18	105,871	40,054	145,925
Banking & insurance .....	17	73,533	5,871	79,404
Public services .....	251	289,464	65,952	355,416
Teaching .....	17	61,140	135,566	196,706
Entertainment & sport .....	8	26,650	7,599	34,249
Miscellaneous .....	66	39,183	7,844	47,027
General labor .....	21	394,347	42,985	437,332
Totals .....	1,134	4,589,776	815,134	5,404,910



The foregoing table of statistics, compiled by the General Council of the Trades Union Congress, very plainly indicates that the maximum in the direction of amalgamation is far from accomplished. Even in the groups affiliated with the Congress itself, duplication of effort in a given industry is very noticeable in the number of organizations interested in the same class of men. In view of the statements often made regarding the progress of amalgamation in the British movement, and the comparisons that have been made as between the Old Country organizations and the Trade Union movement in North America, it would appear that many of us, with the very best of intentions, have unknowingly misrepresented the facts. When we consider that the number of trades and labor organizations in the United States totals only 130, of which 108 are national and international trade unions affiliated with the American Federation of Labor, four are independent general organizations and 18 independent trades unions, our position would not appear to suffer in comparison with the multiplicity of trade unions existing in the British Isles. And this is true of Canada also.

#### Policy on Organization

That the Congress recognizes the need for a reduction in the number of existing unions is clearly apparent and outlined in the following resolution, adopted on motion of the Miners' Federation of Great Britain, seconded by the Associated Society of Locomotive Engineers and Firemen, at the Hull Congress, 1924:

#### Organization by Industry

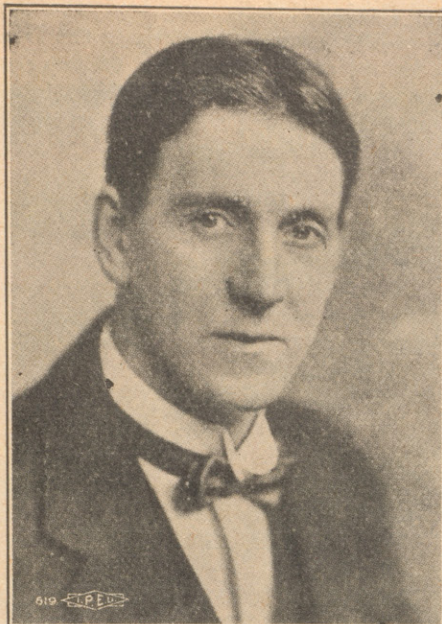
This Congress declares:—That the time has arrived when the number of trade unions should be reduced to an absolute minimum. That the aim should be, as far as possible, organization by industry with every worker a member of the appropriate organization. That it is essential that a united front be formed for improving the standards of life of the workers; and accordingly instructs the General Council to draw up:

(1) A scheme for organization by industry; and

(2) A scheme which may secure unity of action, without the definite merging of existing unions, by a scientific linking up of same to present a united front.

Since that date, the General Council, through its special sub-committees, has endeavored to bring about further amalgamations, and presented a very elaborate report in this connection to the Scarborough Congress.

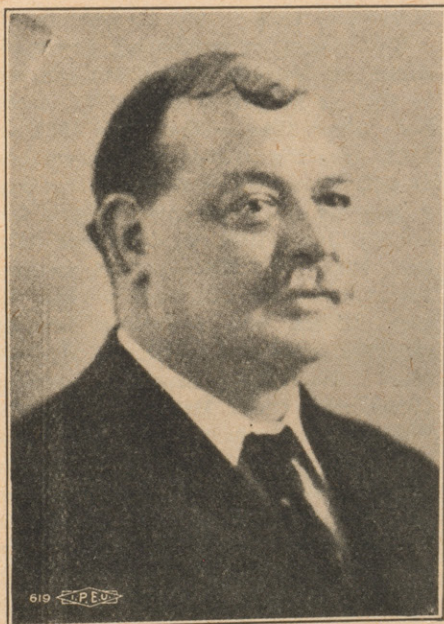
The Registrar of Friendly Societies states that, since 1920 alone, the number of separate unions has decreased by 15



WALTER M. CITRINE,  
Secretary of the British Trades Union Congress.

per cent. Removals from the Register for the year 1924, owing to amalgamation, numbered five, as compared with 11 in 1923; 15 in 1922 and 41 in 1921. Negotiations for the consolidation of certain unions in the iron and steel industry had been going on for years and were completed in 1924 when a new body was registered and six unions removed from the register.

The President of the Trades Union Congress, Mr. Swales, in addressing the gathering at Scarborough, in 1925, said: "This consolidation is most marked among the General Workers' Union, who were formerly in a multiplicity of small, sectional and local organizations. Today over a million of these workers are



A. R. SWALES,  
An ex-president of the British Trades Union Congress.

banded together in three big unions. Then we have the Union of Postal Workers, which has brought together under one banner and one executive nearly all the employees of the postal services. We have also the Iron and Steel Trades' Confederation, representing the various sectional societies with a membership that runs into hundreds of thousands. The textile and woollen industries of Lancashire and Yorkshire, though retaining their individual autonomy, are associated in a federation covering 45 unions. In the building trade both amalgamation and federation have taken place, and carpenters, joiners, cabinet makers, and woodworkers have been brought together.

"The same applies to painters and to builders' laborers. Likewise in the foundry trades, ironfounders, coremakers and other workers, organized in their separate societies, have been brought together under the National Federation of Foundry Trades, with a collective membership of over 50,000 members. In the engineering trade much has been done to bring all classes of craftsmen to a line of common agreement, but I would suggest for a moment that the maximum in this direction has not yet been accomplished. At the same time we have formed an Amalgamated Engineering Union with close unto a quarter of a million members, and with a bargaining power that is far more potent than that previously exercised by its numerous constituent bodies. In the same way we are experiencing a gradual closing of the ranks among other classes of workers."

Among the early efforts along the lines of amalgamated unions we must not overlook the Amalgamated Society of Engineers, now the Amalgamated Engineering Union. This organization, founded in 1851, pioneered the way, not only with respect to amalgamation of craft unions, but also in the elaboration of what came to be regarded as a "model" constitution. Other efforts along amalgamated lines are quoted elsewhere in this article. The Trades Union Act was further amended in 1917 with a view to legalizing amalgamations of existing unions, and the amendment is known as the Trade Union Amalgamation Act of 1917. Section 1 of the act requires that, where two unions desire to amalgamate, there must be a ballot of each union, at which the votes of at least 50 per cent of the members entitled to vote are recorded, and, of the votes recorded, those in favor must exceed by 20 per cent or more those against amalgamation.

There are in existence at present about ninety federations in the various British industries. In 1918 there were approximately 168, the reduction being accounted for, mainly, by mergers. One of the



earliest of federations is the General Federation of Trades Unions, which was founded in 1899, by the Trades Union Congress. Its membership, affiliated, at the end of 1918 was 1,158,864, but the number at present is below the million mark. Much success has been obtained through the medium of the federations, and it would appear that more satisfaction is accruing in this direction than through the amalgamation process. The Miners' Federation of Great Britain is, in itself, nothing more than an association of county federations of miners' organizations, but it acts as an industrial unit in negotiating with the employers. Equally good results have been obtained in negotiations through the Transport Workers' Federation in past years, as well as in other industrial lines.

Progress is being made also in the development of trades councils. In June, 1918, there were 438 such councils in the United Kingdom, as compared with 273 at the end of 1913. Of these, 378 were in England and Wales; 45 in Scotland; 14 in Ireland and one in the Isle of Man.

#### Hours of Labor and Wages

It would require a book of considerable proportions even to touch upon all the various phases of developments in the British Trade Union movement. All that the writer has attempted in this article is to give a rough summary of the movement as it exists, with a few quotations from history to show the obstacles that were overcome in the struggle to obtain the right to organize, in the hope that it might be of some use to the officers and members of our own movement.



RT. HON. J. R. CLYNES, M.P.  
National Union of General Workers.

Having briefly reviewed the trade union organizations, perhaps the following references to hours of labor and wages may also be of general interest and serve for purposes of comparison with conditions here:

#### Hours of Labor

The hours worked in the principal industries per week are as follows:—

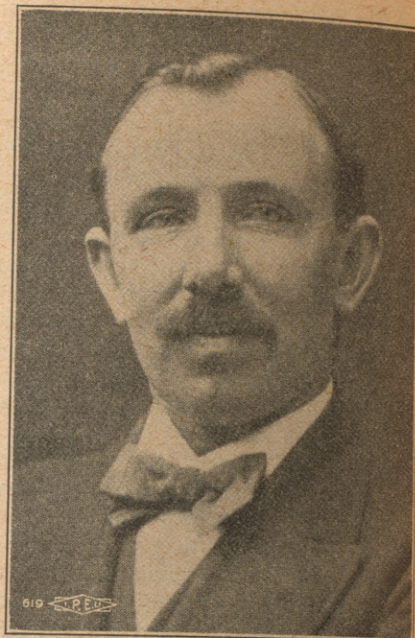
AGRICULTURE. Varies. Frequently 48 in winter and 50 to 55 in summer.  
BOOT AND SHOE MANUFACTURE. 48 hours.  
BUILDING. 44 hours in winter; 46½ in summer.  
COOPERAGE. 47 hours.  
FURNITURE. 44 to 47 hours.  
LEATHER. 48 hours.  
ENGINEERING AND SHIPBUILDING. 47 hours.  
IRON AND STEEL MANUFACTURE. 47 hours.  
GENERAL METAL TRADES. 47 hours.  
MINING. 7 hours per day.  
POTTERY. 47 hours per week.  
PRINTING, COTTON, WOOL, HOSIERY, DYEING, RAILWAYS, ROAD TRANSPORT, Etc. All 48 hours.  
DOCKS. 44 to 46 hours.

#### Wages

The general level of wages is now about 75 per cent above that of 1914. The cost of living, however, is still 80 per cent above the pre-war level. The following table will give some idea of the decline in the level of real wages (not earnings):

	Nominal Wages	Cost of Living	Real Wages
July, 1914 . . . . .	100	100	100.0
November, 1920 . . . . .	270	276	97.8
February, 1922 . . . . .	200	186	107.5
March, 1923 . . . . .	170	174	97.7
November, 1924 . . . . .	175	180	97.2

Real wages, or purchasing power, declined considerably throughout the war, so that at no period since 1914, except for a short time in the years 1921 and 1922, have the workers in general been as well off as they were in pre-war days. A few typical wage rates follow: Coal mining, June, 1914, 6s 5.64d per shift; Dec., 1923, 10s 3.33d per shift, an average of 5.68 shifts per week worked. Engine drivers and motormen, average earnings, week ending March, 29, 1924, 106s. Machinists, average earnings (Rys) week ended March 29, 1924, 73s. Fitters and turners, 70s 1d; railway clerks, 84s 10d per week. Tramway conductors, 64s to 73s per week. Engineering trades: Fitters and turners, 56s 5d; Patternmakers, 60s 10d; Ironmoulders, 59s 1d; Laborers, 40s 3d; Shipwrights, 55s 7d; Joiners, 57s 5d; Rivetters, 52s, per week. Building trades: Bricklayers, from 58s 8d to 75s 2d; Carpenters, from 56s 10d to 75s 2d; Plumbers, from 56s



RT. HON. J. H. THOMAS, M.P.,  
General Secretary, N. U. R.

10 to 75s 2d; Plasterers, from 56s 10d to 75s 2d; Painters, from 56s 10d to 71s 6d; Laborers, from 43s 1d to 56s 10d. In the printing trades in London the rates averaged from 60s to 89s 6d per week, according to classification. In the boot and shoe industry the average weekly rate for skilled adults (males) was 60s. In the fur trade 58s was the average per week for men and 40s for women.

#### Industrial Disputes

From January to October, 1924, there occurred 581 industrial disputes, involving 587,000 working people and a loss of 8,045,000 working days. 172 of these disputes were caused as a result of demands for increases in wages; 20 were caused by resistance against reductions in wages; 122 by other wage questions, 26 concerned conditions of employment; 71 the employment of certain persons; 20 trade union principles, and six were sympathetic strikes and lockouts. 96 resulted in favor of the workers, 122 in favor of employers, 170 were compromised and in 73 cases work was resumed pending negotiations. 165 of these disputes occurred in the mining and quarrying industries.

Note: Authorities quoted: "Industrial History of England," Gibbons; "A Short History of the Modern British Working Class Movement," W. W. Craik; "A Short Primer of Industrial History," W. Riddick; "The Labor Year Books 1919 and 1925," Trades Union Congress; "Trade Unions," by Wm. Trant, M.A.; "The Report of the Chief Registrar of Friendly Societies," Part 4; "The Report of the 57th Annual Trades Union Congress" and the "American Labor Year Book."





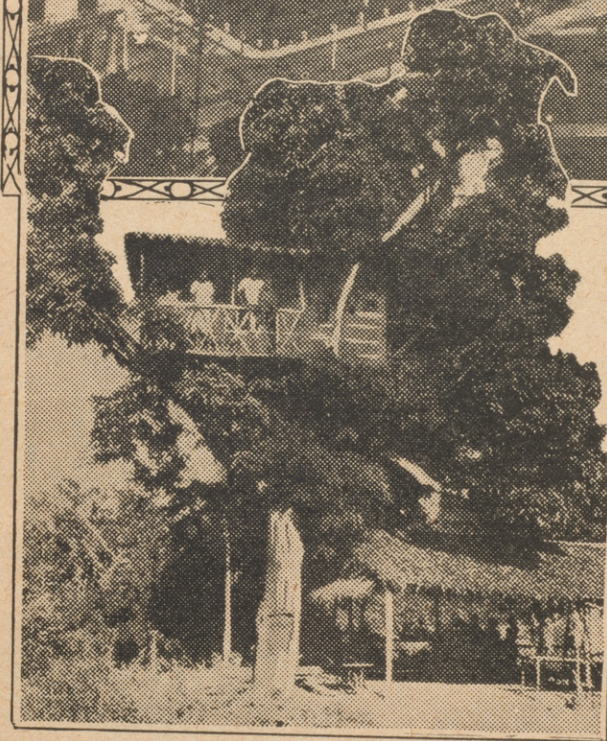
Gilda Gray, the dancer, who appeared "in person" at a Montreal theatre the other week. When she arrived at Bonaventure Station of the C.N.R. she donned the overalls and proceeded to look as much as possible like the engineer taking orders from the conductor.



## From Winter's Bite To Summer's Glow



President's Palace and new Plaza at Havana.



Manila-Filipino tree hut near Guadalupe.

She slips out of New York harbor and the Statue of Liberty fades into the wintry mists behind her. It is the good ship Montroyal of the Canadian Pacific Line on her first trip of the season to the West Indies and it is midwinter with all the harshness of that time of year apparent. Icy gusts and cold snow falling into the water where ice is floating. In every way the prospect is uninviting and the passengers are below decks in the warmth of well-lighted, gay salons and cabins. A little over twenty-four hours of sailing elapses, and what a change! We are back in the good old summer time.

Small islands pass and reefs so close on either hand that a golf ball thrown from the deck might waken the dormitory of lazy gulls. In the distance there develops like a smoke pall, an immense range of mountains, and it is sunrise over a calm sea steeped in the glories of color almost beyond imagination, while the air is so warm that the lightest of summer clothing is de rigueur.

The landfall grows, as it were, and stands smiling at us. Gliding smoothly along, one feels minute, with

the insignificance of a fly on a floor, gazing at a huge piece of a gilded brown color, so marked are the indentations shadowing the island's precipitous sides—all jags and points.

The little town on the island is hidden with an African shyness, among palm trees. Some fine buildings, church and government, offset the mile upon mile of negroes' wooden habitations that persist until the foothills of the island's watershed backbone; from below, so solemn in its eminence; from above, so impracticable in its crenellations, gullies and rifts. Through the craggy interior splash threading streams and frothy torrents over rocky shelves often garlanded with greenery and rare fronds.

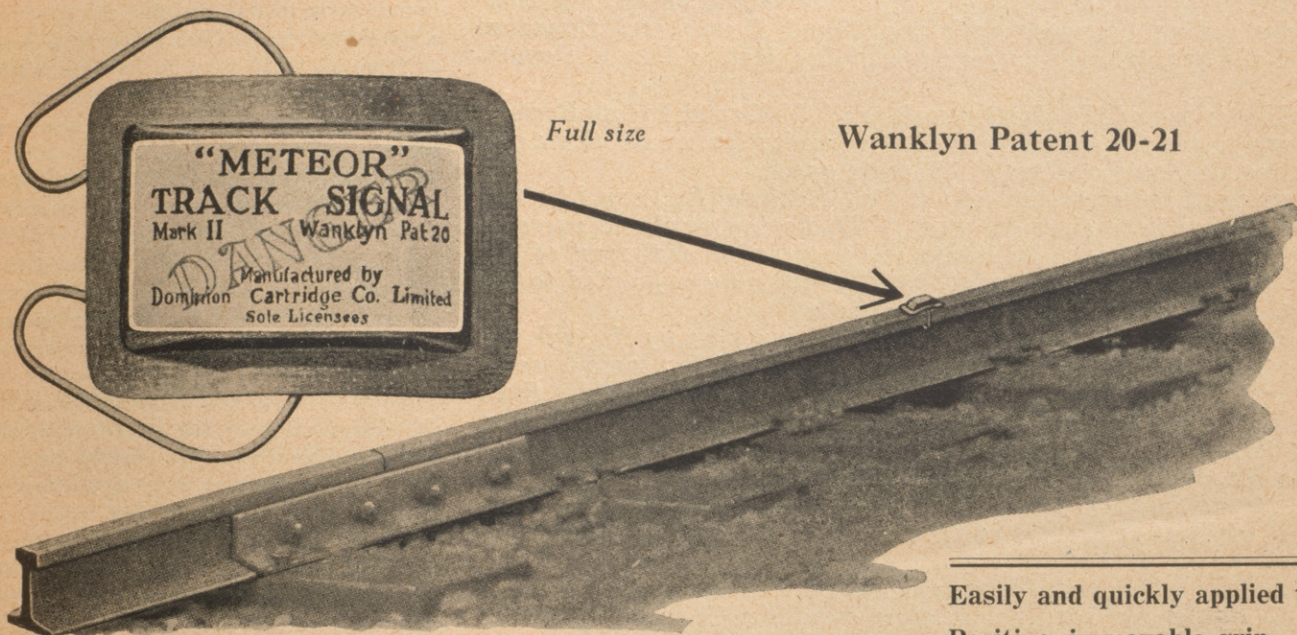
To the north-west where the mountain turbulence subsides, the serried ranks of the sugar-cane are marshalled as far as the eye can see, and banana trees grow in the rich red loam. Ginger roots, the sprouting pineapple, and tobacco are cultivated; but the genial heat of the sun aiding and abetting native indolence, breeds theft and petty larceny. So sugar is this island's staple industry. Permission to view a sugar-mill can be obtained. Nor should the experience be missed. The bundles of sugar cane, loaded with sap, are run up an endless sliding band, to be crushed in a mangle, the stems coming out in dry shreds, the rich juices flowing away to the circulators, large drum containers and copper kettles that boil it. Then vanes, revolving internally, whisk the juice at high velocity thus crystallizing it to the consistency seen in bowls at the breakfast table. A by-product of the process, once thrown away, now as important as its parent industry, is the well-known West Indies rum.

Down grassy slopes by the northern shore where a sea of crystal blue cleanses a strip of shining sand, bathers swim for hours, unwilling to leave the pleasant warmth of the water for the slightly cooler outside air.

Leaving New York on January 28 for the West Indies the Canadian Pacific Liner Montroyal makes fifteen ports of call before returning thirty days later. The Montroyal makes a second trip to the West Indies, taking in different ports, leaving New York March 1 and returning March 30. Shore excursions are arranged for ports where interesting sights may be taken in.



# "Meteor" Track Signal Will Protect Your Trains



*"Surest and best rear end train protection ever offered"*

*(Endorsement of Railway Official)*

Easily and quickly applied to Rail.  
Positive, immovable grip.  
No dangerous flying debris.  
Water and Weather proof.

"Loud Detonation."

"Arresting Flash."

"Distinctive Smell."

## OFFICIAL TEST

As reported to the Board of Railway Commission for Canada, by Chief Inspector of the Explosive Division, Department of Mines, Dominion of Canada:—

"The Detonation was found to be reliable under trials, the conditions of which were more severe than those likely to be encountered in actual service.

"The volume of sound is well above the average, sharp and arresting, accompanied by a brighter flash than given by any other torpedo tested and plainly seen from the cab of the locomotive.

"The detonation was not affected after the signals had been subjected to special treatment, for exposure to rain, snow, steam, saturated atmosphere and rough usage.

"No 'dangerous' debris was projected at the trials, and the results were superior to those obtained with any other torpedo tested.

"The brass wire swivel spring is of a form which renders the operation of attaching the signal to the rail simple and quick, and cannot be knocked off by the wheel of the locomotive."

After tests under service conditions on the Canadian Pacific Railway, from the Atlantic to the Pacific, practical railroaders affirm that no engineman can possibly run over one of these signals and fail to recognize that a signal is intended.

This opinion from men who are familiar with the use of track signals fully endorses all that has been said in favor of the "METEOR."

The "METEOR" differs from all other torpedoes. It appeals to three senses—Hearing, Seeing and Smelling—and thereby makes assurance trebly sure.

The "METEOR" has been adopted as "Standard" on the Canadian Pacific Railway and on the Canadian National Railway over their entire systems, also by other Canadian Railways.

# CANADIAN EXPLOSIVES LIMITED

HEAD OFFICE: CANADA CEMENT COMPANY BUILDING, MONTREAL



# Half A Century of Railroad Shop Life

By J. G. ELLIS

*The writer of the following article, Mr. James G. Ellis, has completed fifty years of service with the Grand Trunk and Canadian National Railways, latterly as foreman of the Motive Power Department.*

*Mr. Ellis is one of the oldest members of the Grand Trunk Boating Club, having joined the second year after organization, and both he and his brother were noted scullers of 45 years ago.*

*He has also been a member of the Can. National Railway Literary and Scientific Institute since the year 1877, having rendered valuable service to the management by filling the position of chairman of the board for years, later being trustee, and finally being appointed to the Honor Roll of Vice-President of the Institute.*

*It is interesting to note that some of the men passing through the shops at Pt. St. Charles about 40 or 45 years ago, at the same time as Mr. Ellis, now occupy prominent positions in the railway world. Such are: Mr. W. D. Robb, Vice-Pres. C. N. R.; Mr. Grant Hall, Vice-Pres. C. P. R.; Mr. Charles Temple, Gen. Supt. of Motive Power, C. P. R.; Mr. Frank Ward, late Gen. Manager, Great Northern Railway.*

*The present Chief of Motive Power of the C. N. Railway, Mr. C. E. Brooks, got his first rudiments of practical mechanics under Mr. Ellis's instruction.*

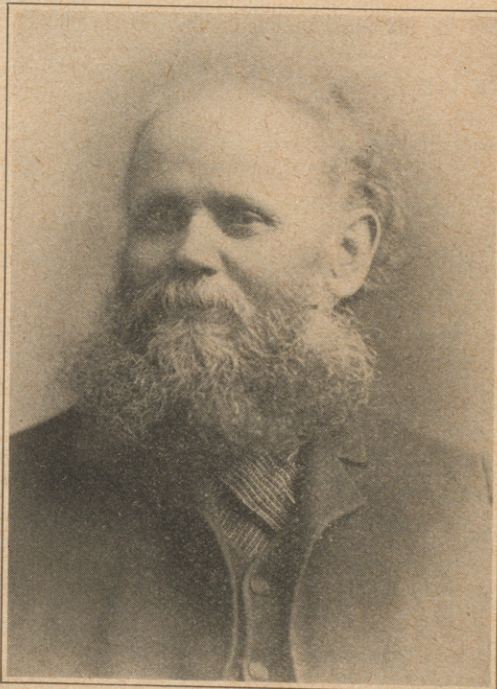
*Mr. Ellis's father was foreman of the Motive Power Department before him. Father and son between them completed 97 years of service in the same department.*

FIFTY years of railroad life. Many thousands of locomotive tires have worn to their limit and gone to the scrap pile in that period. Having had a valuable experience as a locomotive erector and fitter, draftsman, patternmaker, and finally foreman, together with always being a consistent reader of railway journals and other magazines bearing on the same subject, I should know something of the subject of locomotive theory and construction.

Having often been asked as to what I considered the greatest improvements on the locomotive in the last half century, and the different changes made in shop operation, I shall endeavor to state them in as few words as possible.

Leaving out the question of fuel, which changed from wood to peat, and then to coal, and the inside firebox sheets from copper to steel, I think the first radical change made in locomotive operation came when the old time "Sellers" injector replaced the old force pump which was attached to the crosshead, and was always a source of trouble as the service required of the valves was so severe that they were always leaking, especially in winter weather, as on account of frost, they could not stand in one position too long. Also, if an engine stood too long on a siding or elsewhere and water got low in the boiler, it would have to be detached from the train and run up and down the line, until the engineer got his supply.

I often wonder what an engineer would do today, if he had to resort to that practice in order to get water into the boiler. Of course the inspirator of today makes the first injectors look like a Waterbury watch compared to a fine Waltham movement, but still it



GEORGE ELLIS

Who was born in 1831, in Canterbury, Kent, England. Coming to Canada in 1854, he entered the service of the G.W.R. of Ontario, afterwards the G.T.R., with which company he remained until the time of his death in 1901. Mr. Ellis came to Montreal in 1858. He and his son, J. G. Ellis, had 97 years of service in the Motive Power Dept.

performed wonderful work in its day, and the engineers of that time must have welcomed it with pleasure.

I think the next major improvement to the locomotive came with the piston valve. This was a great labor saver and repair killer, besides giving additional horse power, as the old original slide valve was obliged to carry a load of from 15 to 20 tons on its back while running, and this had to be moved by means of the eccentrics, rocker arm and valve spindle, which were always breaking and giving all kinds of trouble, caused, of course, by the excessive amount of friction on the valve face.

The balanced slide valve replaced the old unbalanced type, and was a very marked improvement over the latter variety, inasmuch as it was counter-balanced as near as it was possible to do so with that type of valve, but with the introduction of the piston valve all valve troubles were practically eliminated, as all friction with this type is reduced to a minimum.

But I think the greatest economical factor in steam locomotive operation is the superheater. The advent of the superheater created a new era in railway travelling. It is very seldom we hear of late trains as was the case a few years ago, when the saturated steam engine was in use. Such a thing as a locomotive being short of steam, with a superheater equipment, is unknown, providing, of course, that a good grade of coal is used. I feel sure that all motive power men will agree in declaring with me that this is the kingpin of locomotive efficiency, as it not only gives abundance of steam pressure, but also gives a greater horsepower, with a less quantity of fuel, as a larger bore of cylinder can be used, thereby giving a larger pressure area on the piston, thus adding increased horse power. In the winter months especially is the superheater shown to advantage, as, with a plentiful supply of steam, the locomotive can force her way through snow and ice; that was impossible in the days of saturated steam.

The coming of the superheater brought with it the different forms of outside valve motion, the Walchaert, Baker and Young being the types used mostly in Canada and the United States. The outside valve motion added increased efficiency to the present-day locomotive as it gave a quicker and better admission of steam to the cylinders and vice-versa for exhaust, besides giving the engineer a better control in valve cut-off.

Then within the last few years, we have had with us the automatic stoker, thus relieving the fireman of the arduous task of coal shovelling, and making life an altogether different thing



to what it was before its advent, and for which I have no doubt he is truly thankful, so that, taking altogether, the engineer and fireman have a more comfortable life on the road than they did 25 to 40 years ago.

During the past year there has come to us a new agent in transportation. I refer to the oil electric, or internal combustion engine.

Canadians being the owners of the Canadian National Railway, surely owe a vote of thanks to the gentlemen who introduced this economic means of transportation on Canadian railways. I refer to the two energetic chiefs of the C.N.R., Mr. C. E. Brooks, and Mr. G. E. Smart, Chief of Motive Power, and Chief of Car Department, who, under Sir Henry Thornton, and Mr. S. Hungerford, President and Vice-President of the C.N.R., were responsible for the working out of all the many details and problems that confronted them. That they succeeded in their endeavors is general knowledge today, and is in evidence daily, wherever they are in service. I do not find it hard to visualize what the locomotive of 10 years hence will be, when oil-electric motors of 2,000 to 3,000 horse power will be the usual means of transportation, both for freight and passenger trains. The experimental trips to Ottawa from Montreal, and from Montreal to Vancouver are a sample of what we may expect in the future.

I think the railroads have the Brotherhoods to thank for a lot of these improvements that were brought about, as, if it had not been for their insistence and demands that a better and more up to date piece of machinery be brought into being, the latent creativeness of the different inventors who have brought the splendid piece of mechanism of our present day express engines into being might never have come to light.

I have not mentioned the application of the vacuum air brake in the 70's, and the Westinghouse air brake in the 80's, and the introduction of the automatic coupler in the 90's, as these properly belong to train equipment, but a few words as to their value in railway service would not be out of place. I often find myself wondering how modern passenger trains could function without the Westinghouse air brakes as they are constructed today. Do we realize the nearly 100% par value it has added to safety in railway operation? I doubt if the travelling public, or, at least, more than a small percentage, ever stop to consider the enormous amount of brain power, energy and mechanical application which it has required to bring the air brake up to its present state of efficiency. How many tens of thousands of lives it has



J. G. ELLIS

Who has completed half a century of service with the Grand Trunk and the Canadian National Railways.

saved during the last 45 years it would be impossible to say.

Of course, the original equipment was a crude affair, compared with the really wonderful mechanism of today, with its compound pumps, triple valves, etc. I well remember when the first installation was made about 45 or 47 years ago, with its small 6" air pump, which, put alongside of our present day compound, would indeed look like a baby.

Perhaps the most valuable of all improved railway appliances, from a railway man's point of view, is the present day automatic coupler. How many fingers, hands, arms and lives were sacrificed during the days of the old pin and link design it would be interesting to know. We can now say this has been entirely eliminated. Of course it meant an enormous expenditure on the part of the railways, but I fancy it has more than paid for itself in compensation allotments. The old pin and link affair was certainly a murderous

weapon, and a dangerous tool to operate, as many an old roadman can testify to this day.

I cannot conclude these comments on locomotive improvements without a word or two as regards the "Feed water heater" which is about the latest device to be introduced to cut down the coal bill and which seems to be functioning splendidly, although not entirely out of its experimental stage. The mere fact, however, of using the exhaust steam from the cylinders that formerly was wasted and ejected into the atmosphere, but is now used to heat the cold water to boiling point before being admitted to the boiler must appeal to any novice as being a fine idea, all helping to pay dividends.

I should also like to point out the great value the introduction of cast steel into locomotive construction and the introduction of oxy-acetylene welding outfits has been to the railways. By the use of cast steel frames, frame crossties, front and back deckplates,





GRANT HALL  
Vice-President, Canadian Pacific Railway.

driving wheels, crossheads, and other minor parts the shop repair costs have been reduced to a considerable extent, as, in case of a break or a fracture in any of these castings it can be immediately remedied by the application of the gas torch, whereas disabled parts were formerly thrown on the scrap heap. I do not think it would be stretching the truth to state that no device ever introduced into railway service repair shops has proved itself such a money saver and scrap pile eradicator, as the oxy-acetylene gas welding outfit.

The sight feed lubricator should be accorded its proper place in the perfect functioning of the present day machine. Whereas formerly oil was poured promiscuously on all moving parts with a consequent heavy loss in oil and an inadequate protection to said parts, the sight feed lubricator steps in and eliminates such loss, as only a drop at a time is admitted to each wearing surface.

With regard to improvements in shop conditions during the last 50 years, in my opinion these have kept in line with the improvements on the locomotive itself. I can remember, in my apprenticeship days, when all drilling and chipping was done by hand. Today everything is done by means of compressed air or electricity. But for all that good work was done at that time, as some of the officials of the C.N.R. and the C.P.R., such as Mr. W. D. Robb, Mr. Grant Hall, Mr. Charles Temple and many others who served

their apprenticeship or passed through the old G.T.R. shops, about the same time as I did myself, can testify.

There were no first-aid or safety-first facilities at that time, and if an injury was received, the first-aid application was certainly crude, consisting of applying a little balsam, wrapping the wound with a strip of cotton and going back to work. Today we have trained first-aid men in every department, ready at a moment's notice to give an injured person the proper attention, and in case of a serious accident, go with him to a doctor.

The shops, too, are more sanitary now and more attention is given to the comforts of the men. I consider the railways gain greatly in doing this, although the results are not discernable when analyzing the employees in mass, but I know the thinking man really appreciates what is done for him along this line. The C.N.R. officials deserve great credit for the cleanly condition in which all their shops are kept, and as the public are the shareholders and owners of the concern, I would suggest that those who are mechanically inclined pay them a visit sometimes. They would be well rewarded for their effort and find it time well spent. I am sure they would be cordially received.

Of course, the introduction of modern machinery has revolutionized shop practice, and time limits on work have been cut extensively, with a corresponding decrease in operating expenses, but in my 50 years of shop life and the ex-

perience gained therefrom, and from information obtained from other sources, I found many weak points. For instance, if the following reforms could be put into railway service, it would change the working efficiency of all employees wonderfully. I would class these reforms under, say four heads, as viz:—

Grading of labor.

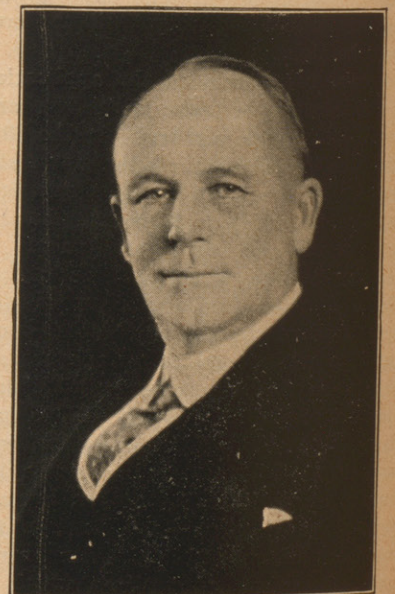
Service promotions.

A tribunal of justice.

Co-operation in management.

1. Grading of labor. The lack of this has always seemed absurd to me, as it must be to anyone who will give the matter serious consideration, for no two men can possibly be alike, either as to manual skill, or mechanical ability and knowledge. Then why should they all receive the same rate of pay? Take doctors, dentists, or lawyers. They are all trained in the same university, yet as soon as they begin to practise, their consultation rates run from \$2.00 to \$10.00 or more. I maintain that mechanics should be graded the same way, and as an apprentice comes out of his time he should be sent before a board of examiners, preferably at a technical school or before a university instructor in applied science. There should, I think, be three grades and the compensation rated accordingly.

A certificate could be issued which the man could carry with him through life, and if the first examination showed him to be only a second grade man, and if after practice and experience, he thought he could qualify for a first grade, then he could go up for another examination. I do not see why the labor unions should object to such a plan, as it would tend to increase a man's respect for himself and would not degrade him in any way, while the



W. D. ROBB  
Vice-President, Canadian National Railways.



# CRAIN PRINTERS LIMITED

ROLLA L. CRAIN, *President*

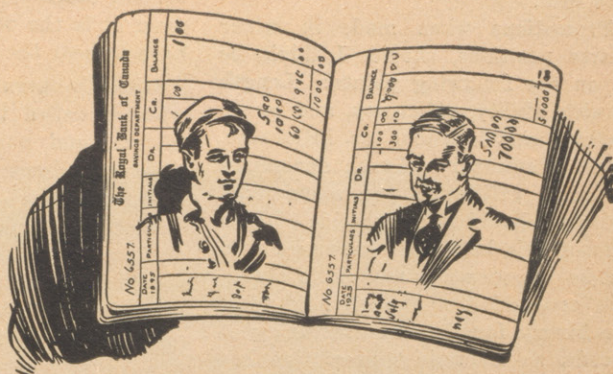


## Railway Printers

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### From Pay Envelope to Dividend Cheque

**M**ONEY laid by in youth is worth double the savings of middle age. Many a rich man today bought the right to his dividends with the savings he made once out of his pay envelope. Anyone with determination can do the same.

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railway companies would receive benefit pro-rata.

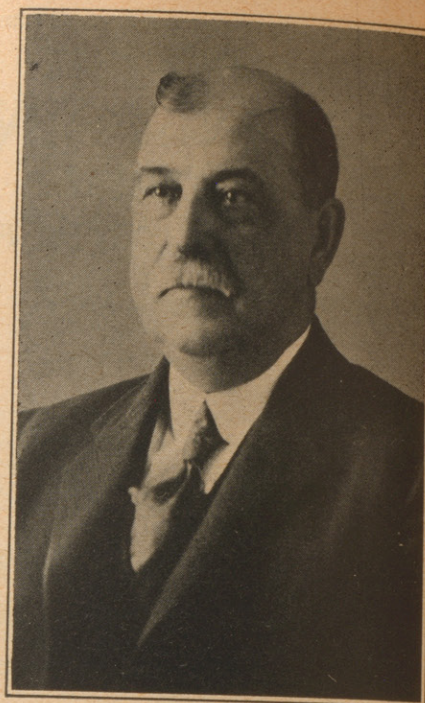
2. Promotions when made in minor executive positions, should, I think, be made on the following points: Length of service, ability, efficiency, and merit. All other considerations or influences, such as relationship, church denomination, lodge affiliation, or a personal friendship, should be cast aside. If a system of this kind were carried out it would be the greatest automatic stabilizer in production, and a splendid piece of machinery for the manufacturing of dividends, as an unjust promotion has a most harmful and deplorable effect, and cannot be measured in dollars and cents, whereas if the promotion is made on the above grounds, it has an exhilarating effect on the men as a whole, because he reasons to himself that where one can reach the top by such means, he can do so also.

3. An additional department that could be added to all large industrial firms, as well as railways, and the small additional cost more than offset by the benefits received, would be a department of justice, composed of three members, whose decision would be final, for the hearing of cases of injustice among employees, who finds every avenue of redress blocked and barred. Perhaps the employee to whom an injustice has been done may be a very valuable member of the company, and an old servant, but having no "pull" or financial backing, he cannot defend himself, and, if discharged unjustly, or his wages or salary cut, or his position lowered, he has no one to defend him, unless he belongs to a local union, which sometimes fails to function properly in such cases. So I say that a tribunal of three, who could take up such cases, and see that an absolutely impartial judgment was

given would go a long way towards preventing labor unrest. In nearly all these cases it is the women and children who have to bear the burden.

4th.—Co-operative in management, or what is called the Baltimore and Ohio system, and now being introduced on various railways, promises to do good work. To do so, however, the employees' side of the committee would have to be absolutely protected from any action, should he vote opposite to the wishes of the officers of the company. This point cannot be made too strong as if the employees are not protected in this way then the work of the committee would be null and void. If his protection were positively guaranteed and the majority vote of the committee carried out to the letter without fear or favor or any interference on the part of the officers of the company, then the tribunal of justice I have just mentioned could be dispensed with. I sincerely look forward to the future for the success of the B. and O. plan of co-operation as it may, and, I believe, will do away with all strikes and friction between employees and employers.

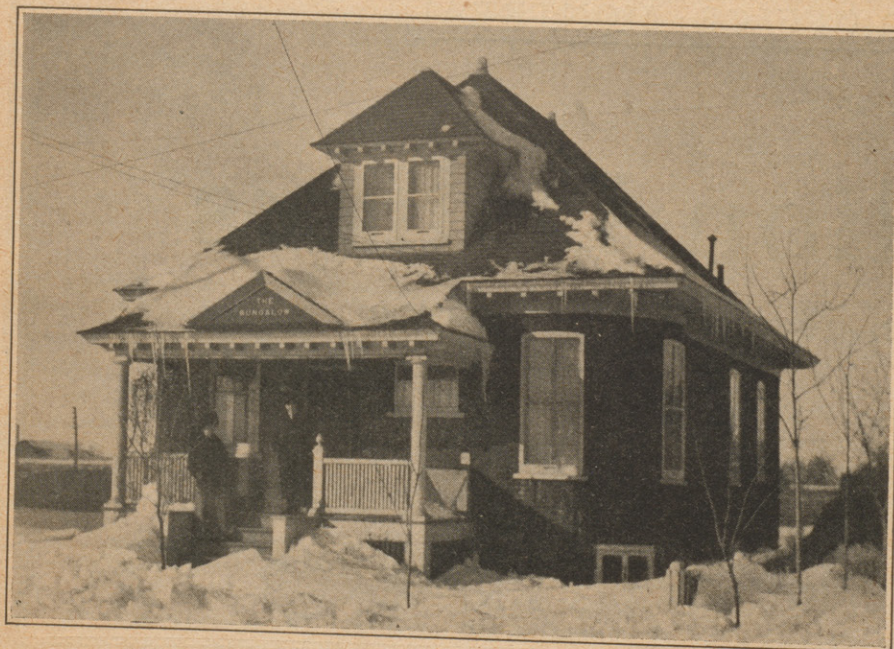
For 50 years I have been associated with all kinds of foundries and locomotive and car builders, and have heard their complaints and comments, and I have always found them universally dissatisfied at the time orders come in from railways, as in nearly all cases they come in in the spring for delivery in the autumn, whereas, if the order had been placed in the autumn for delivery in the spring it would keep the works going all winter and cut out the unemployment and poverty question during the cold weather. It is always easier to get work in the summer than in the winter, and there is no coal to buy; also, it would



CHARLES TEMPLE  
General Superintendent, Motive Power, Canadian Pacific Railway.

relieve the charitable institutions greatly. If the heads of our railways could look at this question more from a human than from a financial standpoint, what an amount of real suffering it would save, and I doubt if in the end anything would be lost financially, as nothing deters a man from doing good work like the knowledge of suffering at home and big debts to pay to the tradesmen. Then, too, as a rule, when the orders are given out, a very short time limit is allowed for the contract to be finished, thus causing a larger force of inspectors to be on the ground to ensure good work going into construction, but even with all their watchfulness when the time limit fixed is so short, a certain amount of work goes through into construction that had better be left out. I have yet to come across a good workman who would not sooner make a good, safe, substantial job if not limited to time, than make a poor job, if allowed to use his good judgment.

As a final suggestion I would like to say that if our railways would copy some of our big industrial establishments, and I think a few of our railroads, in the matter of improvements by employees, either in shop machinery, or locomotive parts, by allowing them some compensation for the improvement, if proved to be valuable. The compensation might take the form of a direct cash payment, or an increase in wages, or an advance in position, etc. I am sure this would tend to develop the latent ingenuity of the employees, which is far better than to have the mind lying dormant, killing all ambition.



MR. ELLIS'S HOME, "THE BUNGALOW," ST. LAMBERT, QUE.





THE club-house of the Royal and Ancient Golf Club of St. Andrews, Scotland, and the last green of the world-famous old course, during the British Amateur Championship. This famous club is the World Parliament of Golf. The mound behind the club-house is "Witches' Hill", where in olden days the witches were burned at the stake. Behind the mound, to the right, is "Witches' Pool", where witches were sometimes given the opportunity of proving whether by witchery they could save themselves from forcible drowning. At the extreme right is a monument of martyrs of Reformation times. There are four 18-hole courses.



## A Clearing House for Ideas

In the day's work, misunderstandings often drop up which mean little at the time, but which, if emphasized or repeated, sometimes grow into real grievances. To this factor is due much of the trouble between employee and employer.

One of the functions of organizations representing both management and labor in industrial concerns is to attend to these trivialities before they ripen into grievances. Matters of tools, of working hours and conditions, though usually not enough in themselves to provoke trouble, often stand directly in the way of the harmony which should characterize industrial relations. The establishment of a common meeting ground for the discussion of such matters is the first preventive of difficulties, as has been proven by industries which have adopted plans on this basis.

Among the foremost examples in Canadian industry is the Plant Council system of the Bell Telephone Company. At each of the Company's thirty district headquarters is a Plant Council consisting of a president, a secretary, and representatives in proportion to the number of members eligible to vote, together with district officials of the

company. At monthly meetings, the representatives of employer and employee place before the Council any matters which they believe should receive consideration or adjustment. They are discussed thoroughly from all angles, and if the matter should be beyond the powers of the Council, it is referred back through the Company's organization until it reaches an authority competent to deal with it.

Through these channels it is possible for any plant employee to bring to the attention of the officials any matter which he thinks worthy of discussion. Through its representatives, the management is able to explain new policies and methods to the employees, directly concerned. The mutual understanding thus arrived at is of the greatest benefit.

In an article in a recent issue of the "Blue Bell" the telephone employees' magazine, the secretary of one of the largest councils makes some observations on the working of the plan which are well worthy of consideration. He says, in effect, that such councils give unlimited opportunity and encouragement for original ideas. Employees thus giving evidence of merit are

brought to the attention of the management, and promotions made in this manner are advantageous to employer and employees alike. The discussion of ways and means of work to be done and the reasons for it, secures the loyal co-operation of every worker and produces gratifying results.

The councils are clearing houses for ideas, this writer states. Matters of health protection, safety first, pension and benefit fund, first aid work, thrift and educational work—these are all discussed as man to man, and placed on a basis of appreciation and understanding.

The councils, concludes the author of the "Blue Bell" article, have justified their existence by benefits to the men, by correcting any injustice and by keeping the management in touch with conditions. They are to the interest of the employee in every way and will be recognized to be so more and more as the development of co-partnership unfolds. "Management has pledged its word to keep the faith, to uphold the councils' constitution." That this should be, which a few years ago was but a dream, is a heartening sign of progress toward our ideals of industrial democracy.

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## THE SUGARING OFF



Nature herself is hostess during the glorious days of latter March, when she welcomes one and all, through the medium of some big-hearted farmer, to partake of that typically Canadian treat, the fruit of the maple tree. As the steaming liquid in the great vat thickens towards the "taffy" stage pallets are whittled from stray chips of kindling wood about the "cabane", and everyone prepares to do justice to the occasion. At such times pickles are frequently munched by the guests as a means of periodically whetting the appetite. The consensus of opinion, however, on the part of the hosts is that this measure is entirely unnecessary.

—Canadian National Railways photo.



# The Okanagan and Why I Learned to Love It

By G. A. LUNDIE, M.A.

ONE of the most interesting portions of British Columbia is the Okanagan Valley. It was the happy privilege of the writer to be Principal of one of the four well-equipped High Schools in this delightful valley some years ago, and, as he is an Englishman who has "taught school" in the Old Land, in Australia and in New Zealand as well as in Canada, he has had ample opportunities for cultivating the faculties of observation in these widely divergent parts of the Empire. Perhaps his readers will now forgive him if he drops the third person and continues his reminiscences in the first.

I can invariably write more chattily when I write in the first person, and as one's thoughts always seem to flow so very much more freely in that medium of expression, and I am trying to write interestingly in a colloquial sort of way, making no attempt at what is termed "fine writing."

A long preamble, eh? well now "Revenons à nos moutons!" as our French friends would say.

The best way to get into the Okanagan from Eastern Canada is to leave the C.P.R. train at Sicamous Junction, which lies about half way between Revelstoke (the notable skiing city) and Salmon Arm, a pleasant farming centre near the city of Kamloops. A branch line will take you to Vernon, at the northern end of the lake in about four hours' time. But if, like me you had been a school-master with considerable time on his hands when not actually engaged in the active pursuit of his profession and a fishing rod in his kit it would have taken you far longer than four hours to reach Vernon, as it did me! The big Sushwap lake almost laps the railroad platform at Sicamous and I admit falling for the seductions presented to troll for trout in its limpid waters.

This lake is full of them—rainbows, brown trout, cut-throats, dolly vardens and the Kamloops variety, a specialty of British Columbia, and I had real sport among them. Nothing very large, to be sure. No 30 pounders such as a troller may catch in the waters around Vancouver or at the mouth of the Campbell River off Vancouver Island, but of nice frying-pan size, say one-and-a-half pounds apiece. But this is not an angling yarn, and I shall never reach the Okanagan at all at this rate.

Before I left London, after my wife had decided that Canada was the place for us and our children, we had a good look around the British Columbia

Agent's offices in King William St., Pall Mall. Among numerous other exhibits were some from the Okanagan—mouth-watering apples of quite twenty different kinds, melons large and luscious enough to make any darkie pop-eyed with longing, peaches and cherries, apricots and grapes, pumpkins, cucumbers and marrows, asparagus and tomatoes, and many other varieties of fruit and vegetables beside. It seemed to me that every delectable vegetable product of the temperate zone was to be found in the Okanagan. Then we were reinforced with literature. I forget the statistics provided by this mass of reading matter, but this I can safely assert, that the volume recorded therein of the products of this fertile valley simply staggered me. It seemed to me that the Okanagan must be a very wealthy place and an ideal spot to settle down with one's wife and children, and my wife then and there decided that I must secure a school-master's job in the valley if it could possibly be managed and try and save enough to buy an orchard of our own some day.

Well, we all reached Vancouver at last, and to my great satisfaction my wish was realized, and I secured the appointment I had coveted. So observe me on an August morning off to take over my duties and board the C.P.R. lake steamer "Sicamous". This boat is a stern wheeler like the boats which ply up and down the Mississippi. They are just the thing for running up to jetties. Their propelling arrangements don't hinder the loading and unloading of produce as side paddles would, and they make a fascinating sight as their big revolving "pill boxes" drive the big ferry ahead or astern.

The Okanagan Lake is nearly 170 miles in length and has an average breadth of around six miles. On the map it looks like a big sinuous snake. Vernon, a handsome, up-to-date little city, stands at its northern end, and Penticton at its southern. Half way down the lake lies the town of Kelowna, a centre of general orcharding and in particular of tomato-growing and containing both cider and canning factories and jam-making plants. There is now direct railroad connection between Kelowna and Kamloops, which will greatly facilitate the transportation of fruit to the prairie cities and those of the Pacific coast, so that in my opinion Kelowna is in for something of a boom in the near future. The ferry dodges about in a criss cross manner which adds quite another 25 miles to the total length of the

complete trip from end to end of the lake. The other towns of importance are Summerland, where I was bound, Peachland, and Naramatta, one and all engaged in the raising of fruits.

The Okanagan lies in what is called the "dry belt" of British Columbia. The rainfall in this region is comparatively scanty, because the Cascade and Selkirk ranges take up the moisture from the easterly winds of the Pacific Ocean and precipitate the rainfall on the western slopes of the country. And, believe me, it can be dry in the valley, and appalling hot too! Per contra it can be mightily cold in the winter, so cold that the lake has been known to freeze completely over between Summerland and Naramatta, which are four miles apart at this point and where the water is not too deep to defy Jack Frost at his worst.

On this particular day, as the Sicamous tacked back and forth across the lake on her southward trip, I had every opportunity to notice the configuration of the land. This rose in "benches" or tiers, and these tiers looked uncommonly parched, dry and uninteresting. I began to wonder if the agent for the British Columbia Government in London had not been trying to over-impress me so that Canada might not be disappointed in securing such fine settlers as our family!

And then, a fellow traveller, who I afterwards learned was a member of the school board in the town where I had been appointed headmaster in the High School, explained to me that without irrigation nothing would grow in the Okanagan, but that with it in force there was practically no limit to fruit and vegetable production. The brown patches I had observed among considerable greenery were brown only because water in that locality could not be coaxed to run up hill, and there were no streams thereabout which could be dammed for water storage in such a way as to include the whole potential acreage.

I asked my companion what sort of crops he had had in the previous year.

"Fine," he said, "I never had a better. Splendid crops of cherries, also of peaches, apricots, plums and tomatoes, and my Jonathans, winesaps and northern spies were first rate. Nearly every fruit-grower in the valley had bumper crops last year."

Just at this moment a steward shouted: "First call for lunch, gentlemen!" and I turned to my companion with the remark that a meal seemed to be indi-



cated. Now I don't know whether I am right or wrong in suggesting that it was up to my newly-made friend (especially as he had informed me that he was a member of my new school board) to invite me to be his guest at lunch. Anyhow he did no such thing, and so, since I dislike solitary meals, I said: "May I not persuade you to join me, Mr. Jones?"

"Well," he replied hesitatingly, "I have brought my lunch along and I usually eat it on deck. I rarely dine in the saloon, simply because I cannot afford to do so. Nor would you be able to afford it either if you were a struggling Okanagan fruit-grower."

I looked at him in amazement, and noticed for the first time that he looked distinctly shabby. His clothes were of good quality, but had seen long service, and I noticed a look of dejection about him that was very disconcerting.

"But you were just telling me of your bumper crops last season," I interjected. "I should have thought that you were doing quite nicely."

"All we got in the valley last year for our crops was red ink," was his reply.

"Red ink?" Do explain. I really am at a loss to understand you," I said.

"Well, you see prices were so low last year that when picking and packing charges, freights, commissions and other incidentals had been met most of us found that instead of getting a profit for our season's toil we had to pay out 10 cents on every crate we had consigned to the middle-men for disposal at the best price they could secure. This debit charge is usually set down in red ink in our statements of account, and so it has come about that 'red ink' in this valley really means 'hard up.' You see how things are," he added drearily.

I did not feel called upon upon such a brief acquaintance to press for further details unless my companion cared to volunteer additional information. Evidently the growing of bumper crops and the selling of them at a reasonable margin of profit were very different things. But at length I was told by my companion, who seemed glad to find a sympathetic ear, that most of the fruit-growers in the valley were "in the hands of the banks," which were threatening foreclosures on many properties owing to a series of financial lean years. Well, we lunched together after all, and in the course of the excellent repast which the C.P.R. provides on its lake steamers, I learned many things about the valley and the township I was to serve as schoolmaster for the next two years, that I might not otherwise have garnered.

"You will receive a very hearty welcome where you are going," said Mr. Jones. "We set great store by education and are willing to make almost any

sacrifice so that our children may enjoy its benefits. You will be a great personage, indeed. As one of the comparatively few folks who earn a fixed income, all the store-keepers will be after you. They so rarely get hard cash now-a-days that there will be quite a scramble for your patronage," he added, laughingly. And then he told me just why things were so bad in the valley at that time.

"In the first place," he said, "just south of us is the State of Washington—they grow everything that we can grow, and, in addition, they do not have to pay for irrigation, which is expensive. Every crop they produce ripens at least three weeks earlier than ours, with the result that they flood the prairie market and our own city markets with their fruit, and the housewife has bought all she needs before we are ready. The injustice of the thing lies in the fact that our American friends put a thumping tariff on any fruit we send over to the States when theirs is exhausted, while our government lets their stuff come in free of duty."

When a man with a grievance really gets warmed up he is hard to check, and to tell the truth, I was so interested that I felt little desire to curtail his volubility. And then I learned from him, that apart from his previous complaint another factor was at work militating against profitable fruit and vegetable growing in the valley—this being nothing less than the short-sightedness and want of co-operation among the growers themselves. No system of co-operative selling was in existence. It was a case of each grower for himself and the Devil take the rest. Each sold on a consignment basis, and usually consigned to the large centres. There, naturally, a constant glut of fruit was the result, and prices often fell so low that the monetary returns were often negligible or, at their worst brought "red ink."

But things have changed vastly for the better in this lovely valley, and the change has been brought about in several ways. First, the valley growers have learned the value of co-operation and the merits of "pooling" their vast product, of feeding their markets scientifically, or withholding their fruit wherever there was a prospect of a glut, and, finally, by initiating a campaign of scientific advertising and proclaiming the superlative qualities of their wares. The result has been that prosperity is coming back to the valley, mortgages are being paid off, new settlers are coming in and worn-out orchards are being re-

planted with the finest stocks and saplings. When I met my friend (whom I have called Mr. Jones, though that is not his real name) five years ago he was practically "down and out." Today he is one of hundreds of prosperous fruit-growers in the Okanagan Valley.

It was a Jewish gentleman, Mr. Aaron Shapiro, who has done more perhaps than any other man to rejuvenate the Okanagan fruit-growing industry. Twenty years ago the citrus fruit growers of California couldn't make their business pay. Then Mr. Shapiro came along and organized them, taught them to feed markets on a scientific plan—in fact, to run their orchards on business lines, and today they are doing well and making pots of money. Aaron Shapiro "pulled them out of the mud" just as the implementation of his advice is pulling the good people of the Okanagan out of a similar plight.

But I started this article with no ideas of propaganda. Rather I had meant to give a few personal impressions of a very charming region and people. Let me try to concentrate on a few of these phases ere the article becomes top-heavy and my editor forces me to close down.

The Okanagan Lake is itself a remarkable sheet of water. It contains some monstrous trout, which, however, are not easy to beguile owing to the abundance of natural fish food upon which the big fellows feed. Then there is a big, yellow, ungainly brute of a fish called a ling which haunts the deeper waters and can be lured by slow, deep, and patient trolling. Black bass are to be found at the Penticton end of the lake, while a species of grayling, which appears to be peculiar to British Columbian waters, may be seen rising to the fly or disporting themselves in myriads on any summer's day. In October these fish approach the gravelly beaches of the lake to deposit their spawn. They are uncommonly good eating and are quite easily caught. Some friends of mine regularly salt down a barrel or two every winter, and for flavor they knock salted herrings into the proverbial cocked hat. A small red fish, somewhat resembling a carp, but which is really a species of land-locked salmon, is also found. They are as "strictly preserved" as the local small boy who nets them as they run up the brooks to spawn will allow them to be. They are a succulent dainty when eaten fresh out of the water. Another fish of the predatory type is the squaw fish—a fierce fellow which reminds one very much of our eastern pike or pickerel. As he hasn't the saving grace of a toothsome body, for he is chock full of bones, so we will pass him by.

The valley itself is a hunter's paradise. The cultivated spots swarm with





pheasants, partridge and quail, and the benches beyond with several species of grouse. Then there are mule deer aplenty and most of the smaller wild Canadian animals—including the skunk!

I cannot imagine a more acceptable gift to bestow upon a friend than a carton of Okanagan candied fruits, of which there must be a full score of varieties. To my mind this preserved fruit is far superior to anything of the kind imported into the Dominion, and as the sunny climate is all in favor of the candying process the prospects before this branch of the fruit-growing industry are very inviting. The art of candying fruit is easily learned, and makes a special appeal to women who naturally cannot be asked to do the hard work of the orchard. At Summerland the clay which forms the benches has been found to possess great ceramic virtues, so the local people have built a kiln and make and bake artistic pottery, which finds a ready sale to Americans touring the district in the holiday season.

Okanagan people are noted for their hospitality, even in a province where the spirit of helpfulness is part of the make-up of nearly everybody. They interchange labor in their orchards, spray, prune, harvest, grade, sort and pack for each other wherever such help is needed, and that without making any fuss about it. If an orchardist gets burnt out, everybody adds something in kind to help make good his loss. Indeed I have frequently observed that, apart from the loss in buildings which a fire may entail, a victim frequently emerges better off than before the "calamity."

I like the Christian spirit which pervades the people of the Okanagan. Anglicans help a Methodist rally for funds as a matter of course, and vice versa. I know one Anglican parson who allows a visiting Roman Catholic priest to celebrate Mass for his people from his Anglican altar, and religious bigotry is practically unknown. The adversities of the post-war years seem

to have drawn the people of the Okanagan together as possibly nothing else could have done, and to have taught them the value of community service and corporate team work.

One winter all of my children fell ill with scarlet fever and I had to live apart from them in order that my school might not be closed down. This was uncommonly hard on my wife, of course. But the neighbors did all they could to help her. They left milk, soup, cooked meats, puddings, dainties of all kinds, sacks of potatoes and other good things too numerous to mention at our doors. We could only surmise who our benefactors were. No cards were left, and the kind actions were done in the way that the Master would have wished them to be done. They kept up this stream of kindness for six weeks on end, and many noble women would have come in to give my wife personal aid but for the danger of carrying infection to the community at large.

These good Okanagan folk have laid me under an obligation I feel I can never adequately repay. But possibly the publication of this article may draw the attention of some to the warm hearts which beat in their fruitful valley.

I never thought that I should see a humming bird alive other than in an aviary; but they are plentiful in the Okanagan summer—pretty little things not much larger than a bumble bee. They nest in the orchards and feed on the nectar of flowers. Rattlesnakes are found occasionally on the benches, but very rarely in the orchards, but in many homes dried rattlers' skins are to be seen, mostly some decades old, and one has to go fairly far afield to see one of these reptiles now. What plague people most in the Okanagan are the flies, which multiply rapidly when there is a lot of unsaleable fruit lying around, and the hornets and wasps, which build their nests in the fruit trees. Their stings are very painful, and when a swarm is disturbed the insects are apt to be ex-

ceedingly vicious. Penticton possesses one of the finest fresh-water bathing beaches in Canada, and its fame is luring tourist traffic more powerfully every year. The earliest settlers in the valley came from New Brunswick, and were the descendants of United Empire Loyalists. Inclined to be somewhat puritanical in their outlook at first, their descendants have been mellowed by intercourse with every new influx of settlers. They are mostly of the Baptist persuasion, and are kindly, tolerant folk.

Great days are in store for the people of the Okanagan. Owing to our last fine harvest, the farmer in the western prairies will have money to spend on fruit, and he is learning to look to his British Columbian brother to supply his needs rather than to his American cousin below the line. Okanagan folk are intensely patriotic. Their primary allegiance is to Canada and then to the Empire bond. There are no Bolsheviks or Communists in the Okanagan valley, or, if there are, I have never met them. Subversive doctrines cannot take root and flourish among people contented with their lot in life, and in the Okanagan Valley is much content and happiness.

#### Independence

A farmer, after seven years on a stony farm, announced to all and sundry, "Anyhow, I'm holding my own. I hadn't nothin' when I come here, an' I haven't nothin' now."

Master: "Jane, you really must get rid of the cobwebs when you're cleaning. I've just taken a huge one off our bedpost and put it in the fire." Jane: "Oh, sir, that was madam's new dance frock!"

"It's no good mincing matters," said the doctor; "you are very bad. Is there anybody you would specially like to see?" "Yes," replied the patient faintly. "Who is it?" asked the doctor. "Another doctor, please," whispered the invalid.

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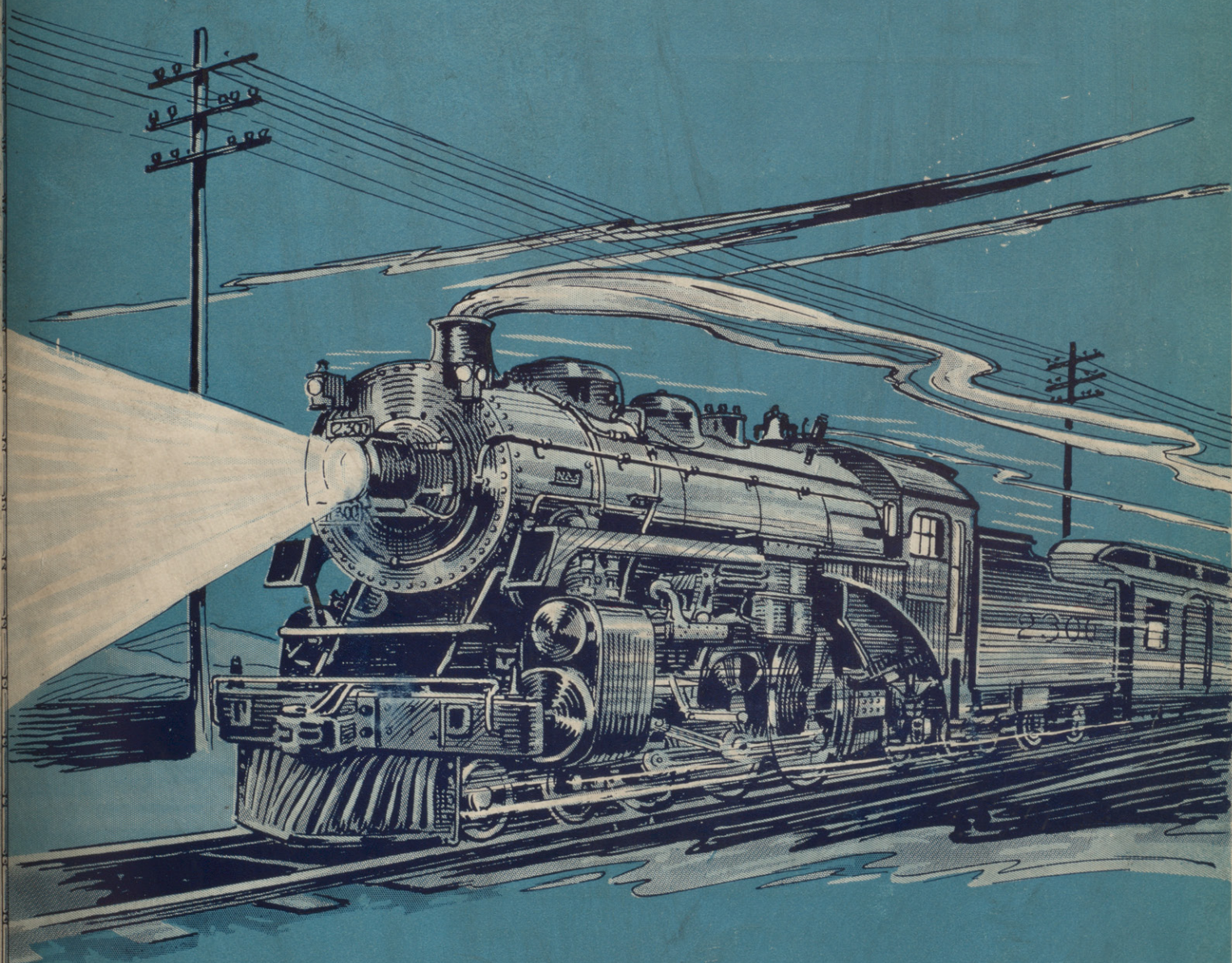
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